

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons.	Captain H. D. Jones.
"POWAN,"	2,338 "	" R. D. Thomas.
"FATSHAN,"	2,260 "	" W. A. Valentin.
"HANKOW,"	3,073 "	" C. V. Lloyd.
"KINSHAN,"	1,995 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.
 Cheap Excursions on Sundays, per S.S. "HONAM," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons, Captain J. Wilcox.
 "NANNING," 1,569 tons, Captain C. Burchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00, Return \$25.00.
 Canton to Tak Hing.....Single \$12.50, Return \$21.00.
 Canton to Samshui.....Single \$7.50.

HONGKONG-WUCHOW LINE.

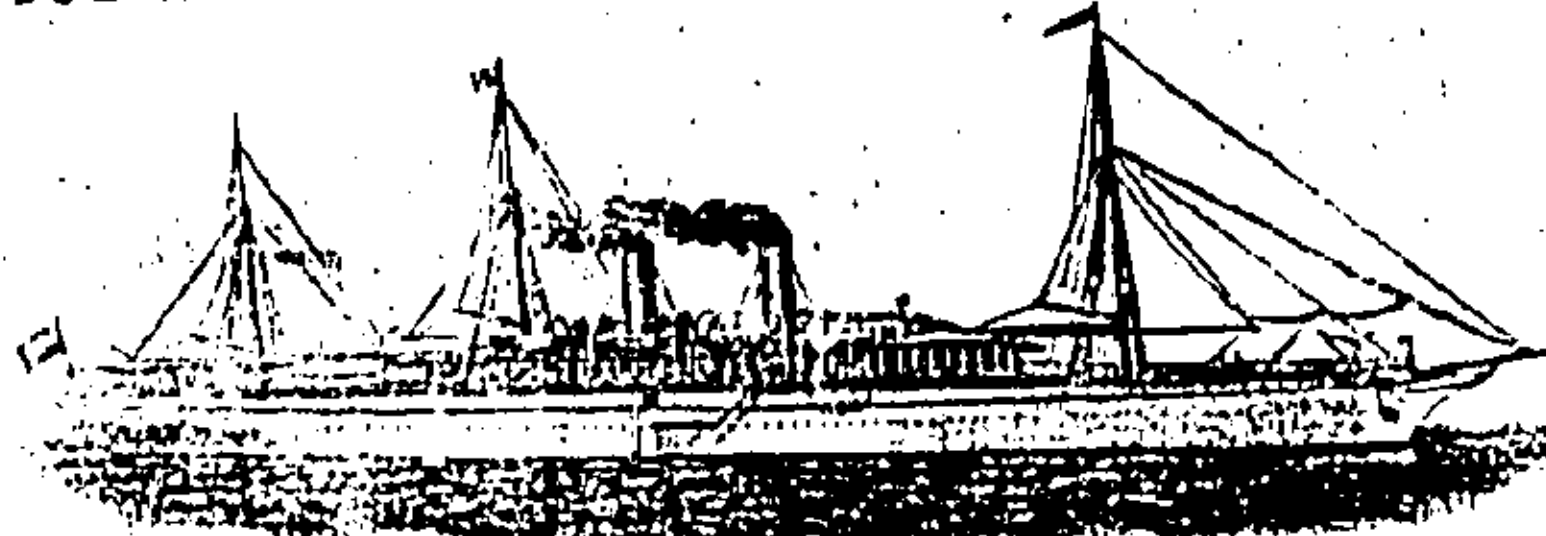
S.S. "LINTAN," 1,588 tons, Captain B. Branch. S.S. "SANUI," 1,588 tons, Captain H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
 FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$35.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING," 1,588 tons, Captain B. Branch. S.S. "HONGKONG," 1,588 tons, Captain Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kong Moon.....Single \$6.00
 Hongkong to Kumchuk.....Single \$7.00
 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 16th April, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION.)

R.M.S. "ATHENIAN,"	2,440 tons.	WEDNESDAY, 24th May.
"EMPEROR OF CHINA,"	6,000 "	WEDNESDAY, 31st May.
"EMPEROR OF INDIA,"	6,000 "	WEDNESDAY, 21st June.
"TARTAR,"	4,435 "	WEDNESDAY, 6th July.
"EMPEROR OF JAPAN,"	6,000 "	WEDNESDAY, 12th July.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £32.
 Hongkong to London, Intermediate on "Tartar," £40.
 Steamers, and 1st Class Rail " £40. " £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 D. E. BROWN, General Agent,
 9, Pedder's Street.

Hongkong, 10th May, 1905.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SENEGAMBIA	HAYRE AND HAMBURG.	28th May. } Freight.
Jaburg	(Calling at S'PORE, PENANG & COLOMBO).	
C. FERD. LAEISZ	HAYRE AND HAMBURG.	12th June. } Freight.
von Hoff	(Calling at S'PORE, PENANG & COLOMBO).	
BRISGAVIA	HAYRE AND HAMBURG.	28th June. } Freight.
Russ	(Calling at S'PORE, PENANG & COLOMBO).	
SITHONIA	HAYRE AND HAMBURG.	12th July. } Freight.
Hildebrandt	(Calling at S'PORE, PENANG & COLOMBO).	
AGILIA	HAYRE AND HAMBURG.	26th July. } Freight.
Albert	(Calling at S'PORE, PENANG & COLOMBO).	
NUBIA	NEW YORK VIA SUEZ.	2nd June. } Freight.
Habel	(with liberty to call at the Malabar coast).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 13th May, 1905.

D. NOMA, TATTOOER 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD BREMEN

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEH, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK-SEA AND BALTIC PORTS;

Also

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 24th May.
BAYERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
DARMSTADT	WEDNESDAY, 1st July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIDRICH	WEDNESDAY, 30th August.
PRUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAYERN	WEDNESDAY, 11th October.
GNEISENAU	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 24th day of May, 1905, at Noon, the Steamship "ROON" of the NORDDEUTSCHER LLOYD, Captain G. Meier, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.
 Shipping Orders will be granted till Noon, on MONDAY, the 22nd May, Cargo and Specie will be received at the Agency's Office until Noon, on TUESDAY, the 23rd May, and Parcels until 5 P.M. on TUESDAY, the 23rd May.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 30th May.
WILHELM	4,761	TUESDAY, 27th June.
PRINZ WALDEMAR	3,227	TUESDAY, 25th July.

ON TUESDAY, the 30th May, 1905, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMER	ABOUT
KOBE & YOKOHAMA	WILHELM	TUESDAY, 6th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZIETEN	WEDNESDAY, 24th May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DARMSTADT	WEDNESDAY, 7th June.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 10th May, 1905.

Entertainments.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS on Week Days.
Extra cars at 1.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 20th December, 1904.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

110-Hours Road.

[S now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty.]

Hongkong, 12nd September, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKER

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S RAHTIENS' GENUINE

COMPOSITION RED HAND

BRAND, HARTMAN'S GREY PAINT

DAIMLER'S PATENT MOTOR

LAUNCHES.

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG,

CABINET-MAKER AND ART DECORATOR,

from Shanghai, has opened a

FURNITURE STORE

at

No. 45, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading Establishments in the Colony, to whom reference may be made, as to the Superior Workmanship and Materials of the Furniture, &c. supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & CO., LTD.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904.

Entertainments.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

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C. W. MEAD, C. E., President and Shanghai Manager.
 N. M. HOLMES, C. E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C. E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway	Hydraulic Mining and Sanitary Engineering.	A Speciality made of Reinforced Concrete and Concrete Piles.	Examinations of Surveys, Reports and Estimates.	On all Railway or Proposed Construction Works.
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Hongkong, 2nd February, 1905.

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"MINIMAX"

HAND

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
 NO PUMPS. NO HOSE. AUTOMATIC.
 Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.
 Guaranteed to remain in working order for any length of time.
 SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size. Hongkong, 10th May, 1905.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 10, D'AGUILAR STREET, HONGKONG,
 (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free. LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road. Hongkong, 24th March, 1904.

"CAFE WEISMANN."

THE Public are invited to pay a visit to our new TIFFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN PASS BEER ON

DRAUGHT.

Entrance—

No. 1A, WYNDHAM STREET.

Hongkong, 22nd April, 1905.

A FOOK & Co.,

12, Pottinger Street, Central.

Intimations.

**WM. POWELL,
LIMITED.**

—ALEXANDRA BUILDINGS.—

**FURNISHING
DEPARTMENT,
(FIRST FLOOR BY LIFT.)**

**NEW
LACE
AND
MUSLIN
CURTAINS.**

**DAINTY
UPHOLSTERING
AND
ART FABRICS.**

**LAMP
SHADES!!!
CANDLE
SHADES!!!**

**ELECTRIC-
LIGHT
SHADES!!!
DAINTY
AND
ELEGANT,**

**A Splendid Variety of
CROCKERY,
comprising
TOILET SETS,
DINNER SERVICES
JUGS,
CUPS & SAUCERS
&c., &c.**

**A Selection of
DAINTY GLASS
FLOWER
VASES.
&c., &c., &c.**

**Wm. POWELL, Ltd.
HONGKONG.**

Hongkong, 8th May, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 20th May, 1905, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,

**SUNDY
VALUABLE HOUSEHOLD
FURNITURE,**

Comprising:—
PUSH-COVERED DRAWING ROOM
SUITE, MORCCO-COVERED DINING
ROOM SUITE, CANTON CARVED BLACK-
WOOD WARE, DOUBLE BRASS BED-
STEADS with WIRE MATTRESSES, CAR-
PETS, TEAKWOOD SIDEBOARD with
BEVELLED GLASS, GLASS and CROC-
KERY WARE, TEAKWOOD DRESSING
TABLES with BEVELLED GLASS, MAR-
BLE-TOP WASHSTANDS, &c., &c., &c.
Catalogues will be issued.
TERMS:—As usual.

**HUGHES & HOUGH,
Auctioneers,
Hongkong, 12th May, 1905. [559]**



PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
ON

WEDNESDAY AND THURSDAY,
the 24th and 25th May, 1905, at 10 A.M., each
day, at H. M. NAVAL YARD,

**SUNDY NAVAL, VICTUALLING,
OBsolete and CONDEMNED STORES.**

Comprising:—
FIXED OVERHANGING SHEERS, com-
plete with CHAINS and BLOCKS and capable
of lifting 20 tons—Test load 30 tons, ELEC-
TRIC CABLE, MACHINE VENTILATING,
BRASS, COPPER, IRON, MANGANESE,
BRONZE, PAPER-STUFF, CANVAS, FUR-
NITURE, BLANKETS, PROVISIONS,
IMPLEMENTS, &c.
Catalogues will be issued.
TERMS OF SALE:—As customary.

**HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 17th May, 1905. [567]**

IN THE SUPREME COURT OF
HONGKONG.

ORIGINAL JURISDICTION.

ACTION No. 95 of 1905.

TO BE SOLD BY PUBLIC AUCTION

BY Order of the Supreme Court of Hong-
kong,

**VALUABLE LEASEHOLD
PROPERTY,**

situate at Victoria in the Colony of Hongkong,

on
THURSDAY,
the 25th day of May, 1905, at 3 o'clock P.M., at
Messrs. HUGHES & HOUGH'S SALES ROOMS,
Des Vaux Road Central.

All that right of EQUITY of REDEMP-
TION of and in all those portions of Marine
Lot No. 225, which are registered in the Land
Office as Subsections Nos. 3, 4, 5 and 6 of
Section D of Marine Lot No. 225, and which
said Pieces or Parcels of Ground contain by
admeasurement in the whole 5,742 square feet
and are more particularly delineated on the
Plan thereof annexed to an Indenture of As-
signment dated the 31st December, 1888, and
registered in the Land Office by Memorial
No. 16,678 with the dwelling houses known
as Nos. 3, 5, 7 and 9, Tung Loi Lane,
and Nos. 3, 5, 7, 12, 14, and 16, New Market
Street, Victoria, and are held from the
Crown for the residue of a term of Nine
hundred and Ninety-nine years granted by a
Crown Lease dated the 14th day of December,
1878. Annual proportion of Crown Rent
\$100.31.

For further particulars and conditions of
sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Plaintiffs in the above
action who have the conduct of the
said Sale,

or to
Messrs. EWENS & HARSTON,
Solicitors for the Defendant Li TSUNG
PAK, otherwise known as LI PO
LUN, the Defendant in the said
Action,

or to
Messrs. HUGHES & HOUGH,
Government Auctioneers.

Dated the 13th day of May, 1905. [561]

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have
received instructions to sell by
PUBLIC AUCTION,
ON

MONDAY,
the 12th day of June, 1905, at 3 P.M., at their
Sales Rooms

The following
**VALUABLE LEASEHOLD
PROPERTY,**

situate at Victoria, in the Colony of Hongkong,

—viz—
All that PIECE or PARCEL of GROUND
situate at Victoria aforesaid, registered in the
Land Office as Inland Lot No. 609, Area
37,935 square feet or thereabouts—Term 997
years. Annual Crown Rent \$74.40 together
with the message thereon, known as "Green-
mount," Bonham Road, Victoria, aforesaid.

For further particulars and conditions of
sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,
Vendor's Solicitors,

or
Messrs. HUGHES & HOUGH,
Auctioneers.

Hongkong, 15th day of May, 1905. [566]

Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions
from D. H. SLAS, Esq., to sell by
PUBLIC AUCTION,
TO-MORROW,
the 19th May, 1905, commencing at 2 P.M., at
his residence, "The Den," Castle Steps,
THE WHOLE OF HIS
—VALUABLE—
HOUSEHOLD FURNITURE,

Comprising:—
HATSTAND with BEVELLED MIRROR,
HALL and HOLTZ DRAWING ROOM
SUITE, CHIFFONIER with MIRROR,
CONSOLE TABLE with BEVELLED
MIRROR, CARD TABLES, OCCASIONAL
TABLES, ENGRAVINGS, MARBLE MAN-
TEL CLOCKS, VASES and ORNAMENTS,
&c., &c.;

MAHOGANY EXTENSION DINING
TABLE, MARBLE-TOP SIDEBOARD with
BEVELLED MIRROR, DINNER WAG-
GONS with MIRRORS, LEATHER
COVERED ARMCHAIRS and DINING
CHAIRS, ICE CHEST and PUNKAIL, &c.;
BRASS MOUNTED BEDSTEADS, WAR-
DROBES with BEVELLED MIRROR,
BUREAU with MIRROR, TOILET TABLES,
MARBLE-TOP WASHSTANDS, TOILET
SETS, &c., &c.;
BATHROOM, PANTRY and KITCHEN
REQUISITES;

ALSO
A Quantity of FINELY CARVED CANTON
BLACKWOOD WARE;
1 COTTAGE PIANO, by COLLARD and
COLLARD;
A Quantity of GAS FITTINGS, &c.;
AND
A Large Quantity of PLANTS in Pots.
TERMS:—As Customary.

On view from Tuesday, the 16th May, 1905.
**GEO. P. LAMBERT,
Auctioneer.
Hongkong, 18th May, 1905. [555]**

Notice of Firm.

NOTICE.

THE Interest and Responsibility of Mr.
HART BUCK in our Firm CEASED on
the 1st May, 1905.

**JOHN D. HUMPHREYS & SON.
Hongkong, 17th May, 1905. [559]**

Consignees.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "HYADES,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI, SHANGHAI
AND MANILA.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

**DODWELL & CO., LIMITED,
Agents,
Hongkong, 16th May, 1905. [8]**

S.S. "POLYNESIAN."

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,
ex s.s. *Bosphore*, and from Havre,
ex s.s. *Dordogne*, in connection with above
Steamer, are hereby informed that their Goods,
with the exception of Opium, Treasure and
Valuables are being landed and stored at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
TUESDAY, the 23rd May, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 23rd May, or they will not be recognised.

All damaged packages will be examined on
TUESDAY, the 23rd May, at 3 P.M.

No Fire Insurance has been effected.

**G. DE CHAMPEAUX,
Agent.
Hongkong, 16th May, 1905. [17]**

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALERMO,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, marked by
mark, and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be landed here unless
intimations are given to the contrary before
Noon, TO-DAY.

Goods not cleared by the 20th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

**L. S. LEWIS,
Acting Superintendent.
Hongkong, 15th May, 1905. [8]**

THE WRUCK OF THE "MARS."

SURVIVOR'S STORY OF A TERRIBLE
EXPERIENCE.

One of the survivors of the ill-fated steamer
"Mars," which was wrecked north of the Hok-
kaido recently, related the story of the vessel's
experiences to the *Japan Advertiser*, shortly
after the arrival at Yokohama of the survivors
of the crew. Our contemporary publishes the
following account:—

Freighted with over five thousand tons of the
best Welsh coal, she cleared from Cardiff in
the early part of last year to run the Vladiv-
ostok blockade. All went well till she reached
Japan Sea, when in the early part of February
she encountered treacherous ice floes and blinding
snowstorms. At first her staunch frame with-
stood the furious onslaughts made upon it by the
continual thudding, against her sides,
and for over seven weeks she drifted with tide
and current, her steam failing to give her head-
way. Every now and again she would free
herself and forge onward, only to be grasped
still firmer by the on-coming floes. In this
position of imminent danger the anxieties of
the officers with a mixed crew of Chinamen,
Lascars, and Spaniards were intensified, and
on March 10th it was found that the forward
plates had been stove in and the vessel was
making water. A terrific snowstorm followed,
and notwithstanding all the exertions which
were put forward, the water continued to in-
crease in the fore hold. The vessel was fast
going down by the head, and after days and
nights of weary and incessant labour she broke
into two almost amidships and gradually settled
down on the morning of March 17th.

It was then that the real work of peril com-
menced, the drifting ice still clustering to the
sides of the vessel as the boats were manned
and lowered from the davits. Fortunately the
drift was shorewards, and when all was
clear a pull for the land, then about three hun-
dred yards distant, was accomplished without
any loss of life. On a barren shore under the
lee of a wild mountain range the shipwrecked
mariners found a slight refuge from the bitter
gale which followed their landing; but their
sufferings were increased by their scarcity of
clothing and lack of provisions. And it was in
attempting to return to the ship during a lull
in the storm to get additional provisions that
one of the boats, manned by Mr. Potter, the
second officer, and Mr. Stubbs, second en-
gineer, with seven of crew, drifted away with
the ice and was lost to view. Then a long
journey over the snow-clad mountains followed
till Nemuro was reached, the police at the
various outposts and the villagers generally
treating the exhausted mariners with every con-
sideration, and doing all they possibly could
to assist them in their sufferings. Eventually
they reached Hakodate, and came down by
rail, arriving Yokohama on Monday.

It will be remembered that the missing
boat touched land at eleven days in the
open sea exposed to the most terrific snow-
storms known to beat on the Kurogiro shore.
What their sufferings must have been can be bet-
ter imagined than described. On the fifth day
Mr. Potter fell across the gunwale of the boat
frozen to death, and Mr. Stubbs, surviving him
but a few hours, passed away, crouched up in
the stern sheets. Fortunately there was a break
in the storm next day and the rest of the oc-
cupants of the boat now survive to tell the tale.

The "Mars" is now a hopeless wreck lying
about two hundred yards off shore on the
south-eastern portion of Kunigori Island, and
attempts are now being made by the
Japanese authorities to save the cargo, if
possible.

EXCAVATIONS AT
HERCULANEUM.

Professor Charles Waldstein of Cambridge,
England, Slade professor of fine arts in the
University and formerly a director of the
American School at Athens, has come to this
country in the interest of a plan for the system-
atic excavation of Herculaneum, which he
describes as a vastly more interesting field
than Pompeii. The latter was covered to a
depth of only about fifteen feet by the outflow
of the volcano, while Herculaneum was buried
in many places to a depth of eighty feet.
Engineers now suggest that the city need not
be uncovered to the surface, which would
destroy the Italian town of Resian, but that it
might be opened as an underground city, lighted
by electricity, making a sort of artificial
Mammoth cave with occasional openings to
the surface for fresh air and to give display to
particular villas of importance. Land is not
too expensive in the town overhead to permit
having plenty of these openings wherever de-
sirable. The chief reason for the proposal to
make a city underground is that of economy
in excavation. The restoration would also be
saved from the forces of outdoor nature, not-
ably the heavy rains, and so could be retained
much as an inside exhibit. Pompeii and
Herculaneum are no more alike, although only
eight miles apart, than Coney Island and
Newport.

The difference between the cities is that
Pompeii, though much influenced by Hellenic
culture, was never a real centre of Greek
civilization, whereas Herculaneum, a distinctly
Hellenic foundation, ever was a representative
home of Greek art and literature, as the
spasmodic excavations already made have
shown. Pompeii was a purely commercial
town; not a single manuscript has been found
there, while at Herculaneum the unsystematic
excavations of the past have yielded from one
villa alone 1750 papyri. Nearly all the perfect
specimens of art, notably the bronzes, have
come down to us in the most beautiful state of
preservation from Herculaneum, and not from
Pompeii.

Besides this intrinsic difference between the
two places, the eruption of 70 A.D. affected
them very differently. Pompeii, standing on
an eminence, was destroyed, but not complet-
ly covered by hot ashes, cinders and pumice
stone. The objects of art, as a result, have
often been modified, damaged or destroyed.
As the tops of the houses were visible after the
eruption, the inhabitants of the surrounding
country returned to dig after treasure. Her-
culaneum, on the other hand, was covered by
a torrent of liquid mud, a mixture of ashes and
cinders with water. Almost instantaneously it
was completely buried, and to a depth so great
that its ancient works remain untouched. It is
a widespread misapprehension, wholly with-
out foundation, that Herculaneum is covered
by a solid lava. Geologists and archaeologists
are now agreed that the so-called lava fangosa
is a friable material, which can be worked by
the excavator, and something that preserves
exceptionally well the objects buried in it—the
marble is not calcined, the wood not burned,
the glass not melted and the manuscripts not
destroyed. The wonderful state of preserva-
tion of the bronzes in the Naples Museum
gives evidence of this fact. Moreover, as Her-
culaneum was a favourite summer resort of rich
Romans, one of whose villas, supposed to be
that of Piso, the rival of Cicero, has alone pro-
duced a rich harvest of works of art, we have
reason to hope for a wealth of discovery which
will outweigh in importance all that the chief
cities of the ancient world have hitherto yield-
ed—Records of the Past.

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized
from simple speculation, but the great fortunes
are derived from legitimate and honest business
—where the goods furnished are worth the
price they bring. Certain famous business
men have accumulated their millions wholly in
this way. Prompt and faithful in every con-
tract or engagement they enjoy the confidence
of the public and command a class of trade that
is refused to unstable or tricky competitors. In
the long run it does not pay to cheat or deceive
others. Even a child or a dog soon learns to
distinguish between real friends and foes in
disguise. A humbug may be advertised with
a note like the blowing of a thousand trumpets,
but it is soon detected and exposed. The
manufacturers of

WAMPOLES PREPARATION

have always acted on very different principles.
Before offering it to the public they first made
sure of its merits. Then, and then only, did
its name appear in print. People were assured
of what it would do, and found the statement
truthful. To-day they believe in it as we all
believe in the word of a tried and trusted friend.
It is palatable as honey and contains all the
nutritive and curative properties of Pure Cod
Liver Oil, extracted by us from fresh cod livers,
combined with the Compound Syrup of
Hypophosphites and the Extracts of Malt and
Wild Cherry. It aids digestion, drives im-
purities from the blood and cures Anemia,
Scrofula, Debility, Influenza, Throat and Lung
Troubles, and Wasting Complaints. Dr. Louis
W. Bishop says: "I take pleasure in saying I
have found it a most efficient preparation, em-
bodying all of the medicinal properties of a
pure cod liver oil in a most palatable form." It
stands in the front rank in the march of medi-
cine. It is a scientific remedy and a food, with
a delicious taste and flavour. No slow or
doubtful action. "It cannot disappoint you."
Sold by all chemists.

KOWLOON BOWLING GREEN CLUB.

A PROMENADE CONCERT will be held
at the Greens, Austin Road, Kowloon,
on SATURDAY, 20th instant, commencing at
8.45 P.M. prompt.

Tickets 50 Cents each, can be had from
Members of Club.
Hongkong, 15th May, 1905. [562]

BELL'S ASBESTOS EASTERN AGENCY
LIMITED.

A BRANCH REGISTER OF MEMBERS
of this Company on the EASTERN
REGISTER has this day been established
under The Companies (Colonial Register) Act
1883 and will be kept at the Office of the
Undersigned who are duly authorised to ex-
ercise all the powers of the Directors of the Com-
pany in relation to transfer of Shares entered
in such branch register.

Dated this First day of May, 1905.
[514] **BRADLEY & Co.**

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

**FASTMAN'S
KODAKS and FILMS.**

Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

BOO CHEONG,

STATIONER AND PAPER MERCHANT,

No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Ellams Duplicator.
Hongkong, 23rd February, 1905. [562]

TASTE

FUSSELL'S PURE RICH THICK CREAM

"ONCE"

AND YOU WILL HAVE NO OTHER.

Delicious with Fruits.

COLONISTS, Miners, Sailors, Yachtsmen,
Hotel Proprietors, in fact "Everybody"
in all parts of the Globe have pronounced it as
"Simply Delicious."

SOLE AGENT:—

**H. RUTTONJEE,
For South China.**

Hongkong, 11th May, 1905. [518]



NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

**THE MANAGER,
Hongkong Telegraph Co., Ltd.**

Hongkong, 10th September, 1905.

Intimations.



THIS DWARF RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel which makes imita-
tion impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "DWARF" is the finest shaving implement
ever produced.

Will be mailed to any address on receipt of
the price (\$2), post free.

To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.

Sole Agents for Far East, HOWARD & Co.,
29, Des Vaux Road, Central, Hongkong.

Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & Co.

Hongkong, 24th November, 1904. [53]

ESPECIAL OLD TOM GIN.

Marshall and
Elvy's



DOUBLY DISTILLED

AND OF
MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,
Des Vaux Road.

Hongkong, 11th May, 1904. [53]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superioress will also be most grateful
for

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E

BLEND

A WHISKY

OF

GREAT AGE

MATURE,

MELLOW

AND

FINE FLAVOUR.

A Blend of the Finest Pure Malt

Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED,

Hongkong, 1st April, 1905.

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(Wm. POWELL & Co's old premises).

SANDEMAN'S & CO'S

PORTS.

	per doz.	quarts.
Sandeman's Invalid Port...	...	\$20.00
Sandeman's Two Crown Port...	...	21.00
Sandeman's Fruity Old Port...	...	22.00
Sandeman's Five Diamonds Port...	...	32.00
Sandeman's Very Crusty Old Port...	...	42.00

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 6th December, 1904.

MARRIAGE.
At the Registrar General's Office, by Special Licence, R. L. STAINFIELD, Chief Engineer, s.s. *Tai On*, to WINIFRED TERRANCE CURRAN.

(The Hongkong Telegraph)

HONGKONG, THURSDAY, MAY 18, 1905.

CHINA'S NEUTRALITY.

The important news which we received late last night from our special correspondent regarding the presence of a fleet of Chinese junks, presumably laden with provisions, awaiting the approach of the Russian squadron off Cape St. John's, brings into prominence the question of Chinese neutrality. In the present case it is quite clear that so long as the junks remain in their present position there can be no violation of China's attitude of neutrality. Twenty miles off the coast of Kwangtung is well beyond the limit of territorial waters. But China is in a peculiarly difficult position, and it is doubtful if the authorities in the Middle Kingdom could possibly interfere with Russian designs should Rodjstvensky decide to utilise any of the numerous bays along the coast for the purpose of taking in provisions or making necessary repairs. The Waiwupu is keenly alive to the dangers of the situation, but from the reports published only the other day it would seem that the Chinese Government are determined to adopt a policy of masterly inactivity. They have refused to send warships to Canton; they have no intention of patrolling the coast; they will simply act the part of interested spectators. It is true that the Canton authorities have received instructions to hinder in every way any schemes which might be formed by Cantonese merchants to supply goods to the Russian fleet. They have been warned that China's neutrality must be preserved from violation by Chinese subjects at all hazards. But, says the Admiral of the Fleet, it would be useless to send warships to enforce that neutrality, because the Japanese did not respect China's position when her warships ran into Chefoo and sank the *Retzivil*. Therefore, China will merely issue commands that neutrality conditions must be respected, and trust that this cry in the wilderness will suffice to scare the Russians away from neutral ports. It has to be admitted that China occupies an unenviable position in the midst of the belligerents. No doubt the authorities would be only too willing to escape the effects of any violation of the neutrality regulations, but as a matter of fact China is merely a pawn in the game, swept hither and thither at the will of the contending Powers. When it is remembered that Rodjstvensky has deliberately dawdled along the French coast, entering a harbour here and anchoring in some back-water there, loading coals and provisions at leisure, dressing up his fleet for the fight which seems as far off as ever, passing by unheeded the courteous protests of the French Government regarding his stay in territorial waters, and only moving along at his own sweet will, it will be recognised that the Chinese have good reason to fear a similar procedure when the China coast is reached by the Russians. It is impossible, however, that even if Rodjstvensky did attempt to sail pleasantly into any one of the ports in Kwangtung province there could be any conflict. It would merely mean the same old procedure, a diplomatic protest by China, an apologetic rejoinder by Rodjstvensky, and a calm journey towards the next port. But what China has specially to watch is the conduct of her nationals in the event of the Baltic Fleet's arrival within Chinese waters. There is no keener business man in the world than the average Chinaman. He sees an opportunity for trade where others would starve. It is not likely, then, that with a big fleet of warships in the offing, anxious to obtain all the foodstuffs available, and ready to pay any price within reason for them, the Chinese trader will meekly fold his arms and allow such a Heaven-sent chance to slip away. It is not in human nature, and certainly not in the nature of the Chinese to neglect such opportunities; and that is exactly the question which the Imperial Government have to consider. Orders and proclamations are all very well in their way, but they have a curious habit of being overlooked by the very persons concerned when a matter of business arises. The Britisher is not immaculate in this respect. A thriving and prosperous trade has been done in providing supplies of food-stuffs and coal to both the Japanese and the Russians. The escapee of the torpedo boat *Caroline*, which dashed off from England under the guise of an American millionaire's yacht and was safely delivered to the Russians, will still be in the memory. So that if Chinese subjects do embarrass their Government they will not be singular. But if it is proved, and evident that the Chinese Government are sincerely desirous of maintaining a strict neutrality it is scarcely likely that they could be called

to book because they had failed in one or two instances to prevent the superabundant energies of their merchants finding an outlet. The Chinese Government will have an anxious time so long as the Russian fleet remains in these waters, but a collision of interests is out of the question. The power of the Russians in Pekin has departed and with Japan as a friend China need "fear no foe in shining armour."

The special telegram, which we issued this morning in the form of an "extra express," was despatched by our own representative, a member of the editorial staff of the *Hongkong Telegraph*. Early in the week we received private and trustworthy information of so important a character regarding the probable trend of affairs in the immediate south that we decided to send a special representative to the scene. He left Hongkong on Tuesday, and that there has been no remissness is evidenced by the news conveyed in the telegram published this morning and reproduced in another column.

LOCAL AND GENERAL.

We are informed by the Colonial Secretary that Singapore has declared Hongkong to be infected.

Six cases of plague are reported to-day with three deaths. Two of the cases (both fatal) occurred in the New Territory.

THE P. and O. Company's steamer *Britannia* left London on 14th ult., with the following specie for Hongkong, bar silver, £15,000.

THE meeting of the Hongkong and China Gas Company, Limited, was held on 18th ult., at Winchester House, E. C. The meeting was private, and no reporters were admitted.

THE *Referee* says the difference between the Kaiser and the Tsar is this: The No Reserve of the one is evident to all the world. You have to go to St. Petersburg with a special pass to find out about the other, as the *Times* was invited to do—but didn't.

THE masters of five cargo boats were charged before Mr. F. A. Hazeland at the Magistracy this morning, with making fast, abreast, to the s.s. *Zoroaster* in this harbour. They were thus impeding the navigation of the vessel and causing an obstruction in the harbour. They were each fined \$15.

TONG FUK, third clerk, and Coroner's clerk, at the Magistracy was charged before Mr. F. A. Hazeland this morning with the embezzlement of \$50 the property of the Government, on April 5th last.—Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, appeared for the defence and asked for a remand, which was granted until Saturday, bail being allowed in the sum of \$500.

THE Sunday excursions from Hongkong to Macao—which is such a potent magnet for Hongkong workers—by the steamship *Ying King* are likely to prove increasingly attractive from the fact that the passenger fares have been considerably reduced. In future, first class passengers to Macao will be charged \$1 for the single trip, or \$1 with cabin; while the return fare is announced to be \$2; or \$3 with cabin. The rates for second and third class passengers will be 80 cents single or \$1.50 return; and 30 cents single or 50 cents return respectively. The *Ying King* is one of the finest of the fleet running between Hongkong and Macao, and it is safe to predict that the Sunday excursions will be largely patronised.

A YOUNG Chinese loafer was placed before Mr. F. A. Hazeland this morning on the charge of obstructing the tram cars by refusing to move off the line while a car was advancing and ringing the gong.—Jacob Hiram Solomon, an inspector of the Electric Tramway Company, stated that at 11 a.m. yesterday he was travelling west in a car and when near the Gas Works he saw defendant standing between the rails, and facing the car. He was waving his hands, and though the motorman kept the gong sounding the defendant would not get off the lines, so that the car had to be brought up with a jerk. Defendant had nothing to say, and as it was reported that there was a good deal of this sort of obstruction going on, His Worship sentenced the defendant to pay a fine of \$100, or two months' hard labour, and to be exposed for six hours in the stocks.

PRIMROSE Day was observed in London on 19th ult., in cold, showery weather. The Beaconsfield statue in Parliament-square was decorated with wreaths in which primroses predominated. Mr. E. R. Bellios, C.M.G., formerly of Hongkong, furnished, as usual, a striking memorial to the late earl, of whose virtues he has thus year after year expressed his admiration. It was in the form of a square base of primroses, from which sprang an arch, displaying the words, "God Defend the Right." These were in immortelles, and the structure was topped by the rose, thistle, and shamrock. Notwithstanding the cold and inclement weather, a numerous throng of people from all parts of the district visited the Earl of Beaconsfield's grave at Hughenden. There were a number of floral decorations both on the grave and in the church. Within the chancel a magnificent tribute was placed in the seat formerly occupied by Lord Beaconsfield; immediately under the handsome memorial erected to his memory by the late Queen Victoria. The emblem was in the shape of a cross and a harp, and attached to it as a card with the inscription: "Peace with Honour." In memory of the Right Hon. the Earl of Beaconsfield, K.G.; died April 19, 1881.—From the Hon. F. R. Bellios, C.M.G., Hongkong.

CRIMINAL SESSIONS.

ARMED ROBBERS BRO TO BE BANISHED.

The Criminal Sessions was opened in Hongkong, this forenoon, the Chief Justice, Sir Henry Berkeley, on the bench. There was only one case before the Court, three Chinese men being charged with armed robbery.

Kwok Ching, coolie, Tam Shui, Tseng Shui, farmer, Wan Chiu, and Lo Man Fu, farmer, San On, were charged with having on 19th March last, in company with three others, robbed Mok Kap Mui, a widow, of \$103 in cash, clothing to the value of \$25.50, and three bangles. It is also alleged that they used personal violence towards the woman and her daughter. They were armed with a chopper and a chisel. The crime took place at Shek Mun Kap, in the Tung Chung district of Lantau Island in the New Territory.

Accused were asked to plead.

The first prisoner at first pleaded "not guilty," but his nearest companion said to him "What's the use of denying it," whereupon he pleaded guilty.

The second prisoner also admitted his guilt. They were then asked if they had anything to say for themselves.

No. 1—I have nothing more to say except to ask you not to send me to prison but to deport me. I would prefer that.—(laughter).

No. 11 also preferred banishment; but No. 111 wanted to be sent back to his wife and family so that he might look after them.

The Chief Justice, in passing sentence, observed that the prisoners did not seem to appreciate the gravity of the offence to which they had pleaded guilty. This offence was a very serious one which they had committed. In the middle of the night they went to a house occupied by a widow and her young family and they ill-used, ill-treated, and terrified the woman and the children, till one of the children disclosed to them the place where her mother had secreted her savings. That amount, exceeding the sum of \$10, they took away from the poor woman and decamped with it, leaving her without any money. At the same time they had robbed her of a considerable quantity of clothing and jewellery. It would be very well, indeed, that men of their character should be banished, and perhaps their wish in that direction might be granted later on; but in the meantime they must learn, and through them others, that the course they had followed could not be followed with impunity. They would therefore be subjected to severe punishment for what they had done. As they had pleaded guilty, that fact would be taken into consideration as showing that they repented of their evil act. The punishment he could give was five years' hard labour and 24 strokes with the birch. That was a severe punishment, no doubt, but there was nothing more serious than breaking into a man's house in the middle of the night and terrifying him, as they had done on this occasion. The public must be protected against men of accused character and people must be able to sleep in safety in their houses at night. They would therefore be sentenced to imprisonment for three years with hard labour, and to receive 24 strokes with the birch during the first six months of their punishment.

There being no other cases, the Chief Justice thanked the jurors for attending, and the Court rose.

NAVAL NOTES.

The appointment of Rear-Admiral Hamilton, the new second in command of the China Squadron, dates from May 1. His flag captain, Captain the Hon. R. F. Boyle, M.V.O., who will command the battleship *Abdino*, now finishing her refit at Hongkong, is the brother of the Earl of Cork, and an enthusiast in gunnery, which seems to be the chief end and aim on the China Station. Captain Boyle is in his 41st year, entered the Navy in 1877, obtained his lieutenantcy in 1876, from the Royal yacht, was promoted commander the following year, and captain in December, 1903. His services have been varied and brilliant. He was a midship on the *Minotaur* during the Egyptian War, 1882 (medal and Khedive's bronze star); was lieutenant of the *Raleigh*, flagship of Sir F. C. D. Bedford, when the latter landed a naval brigade from the West Africa Squadron to chastise a recalcitrant slave dealing chief, called Fodi Silah, in 1904. In this service Lieutenant Boyle was dangerously wounded. He was warmly mentioned in despatches and received the pension for wounds and the medal with "Gambia" clasp. Some years ago he served on a cruiser on the China Station.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 18th at 11.45 a.m. The barometer has fallen quickly in Japan, and risen moderately over N. China.

The depression is moving Eastwards in the S. part of the Sea of Japan. Pressure is highest over N. China.

Gradients are moderate to slight on the China coast.

Fresh N.E. winds may be expected in the Formosa Channel, and moderate S.E. and E. winds over the N. part of the China Sea.

Forecast:—E winds increasing to moderate or fresh breezes; fair at first, showery later.

REUTER'S representative has had an interview with Mr. William Evans, Government Superintendent of Chinese labourers in the Transvaal, who has just returned to England after 13 months' work in South Africa. Mr. Evans, who holds the post of Protector of Chinese in the Transvaal Government, was sent to the Transvaal Government of Chinese into South Africa, he said: "The scheme for the employment of Chinese labourers on the Rand is answering admirably. The men are doing their work well in the mines, and taking them all round, are satisfied and perfectly contented. The general treatment of the coolies is absolutely excellent. I have been intimately connected with Chinese for 30 years, and I have never seen them better treated."

DEPARTURE OF MR. W. J. GRESSON.

Mr. W. J. Gresson, of Messrs. Jardine, Matheson & Co., leaves Hongkong to-day to resume duty at Shanghai, consequent on the return of the Hon. Mr. C. W. Dickson from England. During the period Mr. Gresson has acted as the head of Messrs. Jardine, Matheson & Co. in Hongkong, he has surrounded himself with a host of friends who will greatly regret his departure for the northern Settlement. In every branch of sport Mr. Gresson has taken an active part, particularly in horseracing, where as a rider and owner he gained unbounded popularity. As every real sportsman should be, Mr. Gresson proved the soul of honour, and his wins were productive of greater satisfaction than those of the Ewen stable. During his tenure of office as a member of the Legislative Council, Mr. Gresson proved a shrewd and far-seeing legislator. In every respect, as the head of a great business firm in Hongkong, a leading member of the sporting community, and a prominent figure in social circles Mr. Gresson's personality has always been welcomed, and many regrets will be expressed that he has been obliged to leave Hongkong. It is a trifle saying that what is Hongkong's loss is Shanghai's gain, but in this instance it is a measure appreciation of an undoubted fact.

MYSTERIOUS SHIP IN HONGKONG.

MOVEMENTS OF THE "MACQUARIE."

Considerable speculation has been aroused during the last week or so regarding the movements of the steamship *Macquarie*, which has been lying in the roads off Waichai. Painted a dull drab colour, and studiously "lying low," it was freely suggested that the *Macquarie* was only awaiting the opportunity to make a dash for the open sea and join the Russians or the Japanese. The rumour-mongers did not really care which of the belligerents was to be favoured by the boat, so long as the story they had to tell and the plot to concoct sounded moderately plausible. The fact that the vessel lay away from the other shipping in the harbour, and seemed always ready for a sudden start in the direction of the Lyceum Pass, was quite sufficient for the versatile fabricators of penny fiction. According to the statement which appears below the heading "Vessels in Port," the *Macquarie* is under the command of Captain St. John George and consigned to Messrs. Gibb, Livingston & Co. She appears to have arrived here from Moji, which was left on the 21st April, with a cargo of coal. Her tonnage was given at over 2,000 tons. So much was common knowledge to anybody who cared to read the shipping list. Last Friday or Saturday a somewhat sensational story went the rounds to the effect that after dark the *Macquarie* had made an attempt to leave the port. The idea that the vessel should seek to circumvent the usual procedure by disappearing from port without so much as a "by your leave" was well calculated to account for the numerous stories which gained currency. It was stated that the vessel left under the shadow of darkness, but that she had no sooner emerged from the Lyceum Pass than she was "held up" by a British man-of-war which curtly inquired to what port she was bound. What the answer was is not given, but the warship, it is alleged, promptly ordered her to return to Hongkong and to stay there. The consequence was that the *Macquarie* came back in the same condition as she went out. Of course, it is just as probable that something went wrong with the machinery, but such a tame ending would never suit the spinner of yarns. It is stated that the owners of the *Macquarie* have been in negotiation with a firm or syndicate in Hongkong having in view the purpose of selling the vessel. Matters had reached such a stage that the sale was practically completed. A new captain, who is well known in Hongkong—having been master of a local steamer owned by a Chinese firm—was engaged to take command of the ship, three officers were engaged—the first an old B.I. man; the second, a well-known member of the shipping fraternity of Hongkong; and the third a foreigner, who has been in Hongkong for some months. It was the intention of the new or prospective owners to send the *Macquarie* to Shanghai and there to transfer her to the French flag. Some hitch appears to have occurred, however; for the *Macquarie* has not yet changed hands; the master and officers are wandering round Hongkong wondering what is going to happen and when it will happen, while the vessel lies sedately at her old anchorage at North Point. It is denied that there was ever any intention on the part of the owners of the *Macquarie* to run the blockade. The only peculiar thing about it all is that the new master and officers—if ever they do take charge of the vessel—are unable to tell when they are likely to get into harness. Altogether the *Macquarie* is a mystery, and as such furnishes a vast amount of speculative comment for those who have nothing else to do.

SHIPPING AND MAILS.

MAILED DUE.

Indian (*Lalasing*) 2nd inst.
American (*Alpharbutia*) 23rd inst.
Canadian (*Empress of China*) 23rd inst.
German (*Zieten*) 24th inst.
German (*Willebrand*) 5th prox.

The s.s. *Monmouthshire* left Singapore on 17th inst., and is due here on 23rd inst.
The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Kobe at 9 p.m. on 16th inst., and left again at 1.30 p.m., Wednesday, for Yokohama, where she is due to arrive at 2 p.m. on 18th inst.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Kobe at 4 p.m. on 16th inst., and left again at midnight same day, via Nagasaki, for Shanghai where she is due to arrive at 1 a.m. on 20th inst.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

THE BALTIC FLEETS.

IMMENSE PROVISIONING FLEET.

150 DEEPLY-LADEN JUNKS WAITING ORDERS.

LYING NEAR CAPE ST. JOHN.

[From Our Special Correspondent.]

Kwong-chow-wan,
17th May, 1905.

3.10 p.m.

I have had ocular evidence that the Baltic Fleet is not likely to suffer from any lack of provisions.

The voyage South from Hongkong since Tuesday morning was not marked by any special incident, until we reached the vicinity of Saint John's Cape.

I was keeping a sharp look-out for the Baltic Fleet, because from private information I had received, there seemed every probability that we should come in touch with the Russians a good deal farther north than we had been led to expect when I left Hongkong.

Yesterday evening, about eleven o'clock, we sighted what, at the first glance, seemed to be an immense squadron lying low in the water. A few lights were showing.

Our steamer approached the unknown "fleet," and found that some one hundred and fifty junks—probably more, because in the darkness it was impossible to count them with anything like accuracy—riding at anchor.

The junks were deeply laden.

The position of the provisioning fleet of junks was about twenty miles to the south-west of St. John's Cape.

As we neared the junks, they hoisted signal lights, but on recognising our steamer the signals ceased.

The appearance of this fleet of junks when the lights were hoisted, and were flashing over the water, reminded me of Hongkong harbour on a quiet night, with its myriad lights.

The junks were evidently under the command of some central authority, but I could not discover whom.

We proceeded on the voyage to Kwong-chow-wan, which was found to be perfectly quiet and undisturbed by the proximity of the Baltic Fleet.

I hope to be able to send you some further details of the movements of the Baltic squadron later in the day, and am advised to proceed towards the south immediately.

[Cape St. John's is a promontory on St. John's Island which is situated off the coast of the Chinese province of Kwangtung. It is no great distance from the port of Kwanghai, being situated in latitude 21.40 N. longitude 111.45 E.—Ed., H.K.T.]

A VERY volatile virago was a diminutive Chinese woman who appeared between a man and another woman in the dock before Mr. F. A. Hazeland this morning on the charge of fighting on the Praya. The other two defendants had nothing to say, and all the volatility of the third, who would have put a Billingsgate fishwife to the blush, did not save her from a conviction, and they were fined \$5 or 14 days each. Then the virago's shrill tones broke out in awful language, entirely unfit for ears polite.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

"PALLADA" REFLOATED.

(From Our Own Correspondent.)

SHANGHAI, 18th May,

4.10 p.m.

The Japanese have refloated the Russian warship *Pallada*.

The *Pallada*, together with the *Retevan* and *Tsarevitch* were placed completely hors de combat by the action of the Japanese fleet on the 9th February, 1904. She has been lying aground at the entrance to the harbour of Port Arthur ever since. The *Pallada* is a second-class cruiser of 6,630 tons and was built in 1902. Her speed was given at 20 knots.—Ed., H.K.T.

CHINA AND CONTRABAND GOODS.

PROPOSED SEARCHING OF SHANGHAI GODOWNS.

TAOTAI'S ACTION.

(From Our Own Correspondent.)

SHANGHAI, 18th May, 11 a.m.

It is reported that the Taotai of Shanghai, being anxious to preserve the neutrality of that port, has asked the Viceroy of Nanking to request Sir Robert Hart, to communicate with the Commissioner of Customs at Shanghai, instructing him to appoint a special officer for the purpose of immediately examining all the godowns and storehouses in the port, with the object of discovering whether there are any contraband goods concealed.

(Reuter's.)

French Neutrality.

LONDON, 16th May.

It is claimed in St. Petersburg that the Baltic fleet has a perfect right to re-visit Hon Koke Bay under the French regulations.

There were several interpellations in the French Chamber yesterday relative to neutrality. M. Rouvier repeated that he had ordered officials in the Far East to observe the strictest neutrality and asked for a postponement of the debate. The interpellators declared that the Government's orders had not been heeded, and insisted on an immediate discussion; but the Chamber by 445 to 24 agreed to an adjournment.

The Baltic Fleet.

Saigon wires that the Russians have again left Hon Koke Bay going northwards, and that no warships have since been seen.

Russia.

Later.

A bomb thrown in the streets of Riga severely wounded a police inspector and killed a policeman; a second policeman who was pursuing the assassins was shot dead. A regular bomb factory has been discovered in Odessa.

CURIOUS COUNTER CLAIMS.

Motorman Wong Yuk Hing, of Car No. 8, and conductor Lai Ho, of the same car, were charged before Mr. G. N. Orme at the Magistrate's Court this morning, with the theft of \$10.10, the property of a chair coolie, on the 16th inst., at West Point. Carman and motorman denied their guilt.

Chu Ying, a chair coolie, said that on the 16th inst. he was riding on the car in question and when getting off at his destination, he fell, and his money dropped out of his pocket. There were \$10.20 wrapped up in paper and this he picked up and replaced in his pocket. When the first defendant saw that, he said it was his money, and struggled with complainant until he got the money out of his pocket, tearing his jacket in so doing. The first defendant then handed the money to the second defendant, who counted it and said there was \$10.10. Complainant took the number of the car which immediately left on the approach of a policeman and complainant went to the police and reported the occurrence. Complainant was not assaulted by the men, but was prevented from getting back on to the car.

Evidence of other passengers on the car at the time of the occurrence corroborated the complainant's story. The first defendant said the money he had was his wages. He intended to get the coins changed for notes. His only witness was the second defendant. When the car stopped at the Tai Ping Theatre this defendant took out his handkerchief to wipe his face, and then his money fell on to the ground. The last three witnesses came and picked it up, the first witness putting it in his pocket. He asked him to return the money and some 10/6 standing by said he must return the money, and he did so, and then the car moved on.

The second defendant corroborated the story of the first defendant. His witness was not satisfied with the evidence and dismissed the men, but said if further evidence was obtainable later, the case could be re-heard. The Bombay mills employ 89,015 hands and produce 2,817,000 cwt. of yarn, representing a consumption of 3,049,569 cwt. of cotton, or 723,734 bales. The total arrival of cotton in Bombay amounted to 7,530,087 cwt.; and 3,107,588 cwt. were exported. There are in Bombay 12,700 mills with a total of 3,542,230 spindles and 24,136 looms, or nearly half the aggregate number of spindles in India; and more than half the total number of looms in the country.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

ANNUAL MEETING.

The fifty-first ordinary general meeting of the shareholders of the Chartered Bank of India, Australia and China was held on 17th ult., at the Cannon Street Hotel, Sir Montagu Cornish Turner presiding.

The manager (Mr. Caleb Lewis) having read the notice calling the meeting.

The Chairman said: My first remarks to-day must have reference to one who for a considerable time past has been a prominent figure at our meetings and has filled the offices of chairman and managing director with so much credit to himself and such successful results for the shareholders. I refer, of course, to our esteemed and valued friend, Mr. Howard Gwyther, whose retirement from the board of directors was announced in the Press at the commencement of the year. After some forty years arduous labour Mr. Gwyther considered that the time had arrived when he must seek a measure of repose and freedom from the cares and responsibilities of office, and this could only be effected by retirement from active service. I need hardly say that his fellow-directors received this decision with the very greatest regret, for they fully appreciated Mr. Gwyther's great services to the bank, his sound and sagacious judgment invariably displayed, and his unrivalled experience in all matters relating to Eastern exchange banking. At the same time they recognised the justice of the decision and the right to enjoy that "otium cum dignitate" to which we all aspire but so few of us attain. With the modesty characteristic of the man throughout his life, Mr. Gwyther expressed the wish that no special notice should be taken of his retirement, but your directors considered it their duty to pass the following resolution at the board meeting of January 4th last, which was recorded on the annals of the bank:—

"The chairman having reported to the board of directors that Mr. Gwyther had requested him to convey his farewell to them on resigning his seat at the board and retiring from the bank at the end of 1904, the announcement was received with the deepest regret, and it was unanimously resolved to express to Mr. Gwyther the directors' high appreciation of his great services to the bank during a period of forty years. The directors recognise that the high position attained by the bank is in a great measure due to Mr. Gwyther's ability and unceasing care and devotion to the interests of the bank, and they fervently hoped he may long be spared to enjoy the rest he has so thoroughly earned." A copy of the resolution, with an appropriate letter, was forwarded to Mr. Gwyther, and I have reason to believe was received with the greatest satisfaction. I am glad to report that during the past year we have found healthy state of trade to exist in the East, almost without exception. In spite of the terrible visitation of plague from which India is still suffering, that country has had a year of exceptional prosperity, both as regards her import and export trade. The Financial Member of Council has been able to show a handsome surplus and to produce a Budget sufficient to justify a further material reduction in the salt tax which will benefit in some degree the state of the people of India. The reduction of the tea duty by 2d in the pound recently declared by the Chancellor of the Exchequer is also a step in the right direction, assisting as it does a very important industry in India, which deserves every encouragement both at the hands of the Indian and British Governments. It is an industry absolutely sound in itself, but is passing through a cycle of depression. The present wheat and seed crops, we hope, may be up to the average, though the abnormally cold weather early in the year has dimmed the prospects, which, however, are usually favourable. Our deepest sympathy must be extended to those, whether Europeans or natives, who are sufferers by the recent terrible earthquake in Northern India. Many have lost their nearest and dearest, and a much larger number will have lost their homes and most of their possessions, and for these help must be given, and will, I am sure, be gladly given, both here and in India. In the Far East our attention is centred on Japan, where, in spite of the war with Russia, the trade of the country not only maintains a normal level, but shows an appreciable expansion. The value of imports has for 1904 reached the high figure of 371 million yen, being an increase of 54 million yen over 1903, while exports were valued at 310 million yen, or an increase of 30 million yen over the preceding year. It is noteworthy that the exports of silk goods show a substantial increase owing to the present rice crop is estimated at 20 per cent over the average. As a matter of fact, the war appears to have had little or no ill-effect on the trade of the country, and with a population of 46 millions Japan can count on 33 million to recruit the ranks of the army, of which she is so deservedly proud. It is well to remember how greatly Japan's commercial interests are interwoven with those of Manchuria and Korea. Those countries supply Japan with large quantities of foodstuffs, and take in exchange textile goods manufactured in Japan. Emigration from Japan to Korea has been in progress for some years and about 40,000 Japanese have settled down in Korea. Bearing this in mind, and the fact that the East Asiatic trade of Japan amounts to some 43 per cent. of the whole of her foreign trade, it can be seen how vital and essential to our ally is the policy of the "open door." Let us hope that one result of this unhappy war may be the absolute and rigid maintenance of the "open door" policy in China, by which means we may look with hopeful certainty to the peaceful and progressive development of that country. I would call your attention to the remarkable development of trade now in progress between America and the Far East. From a recent report I gather that America's Eastern trade has grown from 93,000,000 dollars for the whole of 1903-4 to the same figure for the eight months of 1904-5, so that the trade for the latter twelve months promises to amount in value to 150,000,000 dollars, an increase of 60 per cent. in one year. Apparently America aims at monopolising the trade of the Far East. The American participation in foreign loans has been an "unusual feature of the financial year." Besides taking a large slice of two Japanese loans, a Cuban loan, and a Mexican loan have been appropriated by the New York financiers. With regard to the report which you are asked to adopt to-day, I would remark that the past year's business has been of a satisfactory nature. I can, indeed, congratulate the shareholders upon the results, especially in a time like the present when a war of such magnitude is in progress, one of the combatants being Japan, in which country this bank has large and increasing business transactions. We have so far steered clear of losses, and we shall continue the same careful and watchful spirit which has regulated our dealings in the past. But competition grows acute, margins become finer, and to ensure reasonable returns the volume of business must necessarily be multiplied. In other words, the turnover must be doubled or tripled. This, of course, involves an extension of our

risks—ordinary and legitimate risks of business, but which have to be faced, and must be provided for by an increase in our resources. This, gentlemen, is our justification for adding to our reserve, and our action will be recognised, I trust, as a measure of ordinary prudence. We have recommended a bonus to the staff, which, in view of the absence of a bonus last year, is by no means excessive, and is thoroughly well earned. I feel sure that this will meet with the hearty approval of shareholders. We have added £200,000 to the Superannuation Fund for two reasons. In the first place, with the increase in the bank's transactions a larger staff becomes absolutely necessary; and, secondly, as years roll by the number of those who will become eligible for pensions will inevitably increase. As regards the building fund, the amount set aside is not excessive, in view of all contingencies. Then as to the dividend, a matter has received very credit to our consideration at the hands of the directors. Their policy is to proceed carefully and cautiously, to maintain a steady dividend, rather than rush up to a point which cannot be maintained in time of depressed trade, so prove disastrous to those who are dependent on their dividends from their investments in this bank. Without making any definite or specific promise we hope, gentlemen, all things being well, to meet you next year with a report which may justify our declaring a slightly higher dividend than that which has been recommended for you, acceptable to-day.

I now move that the report now presented, together with the balance sheet and profit and loss account, be approved and adopted.

Mr. Emile Levin seconded the resolution.

Mr. John Squibb: I am sure there can be but one opinion amongst shareholders as to how you—and I must say the staff—have produced such almost phenomenal results. I most cordially agree with what you propose as to the staff. Fifty years ago I entered a large joint stock bank in the City, but my health failed, and I know something of the drudgery of banking. In addition to that, there is the working in the East and Far East, which adds to the necessity for very good consideration of the staff, and I am very pleased that you are able to deal liberally with them. If you did not support the superannuation fund you would probably have to find a larger amount out of the current profits, and that is a very wise proceeding. Everyone also recognises the importance of a large reserve fund. With regard to dividend you have taken the wind out of my sails. I was very dissatisfied with the dividend for this reason: At the beginning of 1903 you brought in £1,700,000, and you carried out at the end of the year £63,000, which was equal to 2 per cent. on the capital. Last year you brought in £63,000 and you carried out £28,000, which is again 2 per cent. of the capital. I drew attention to this last year, when Mr. Gwyther was in the chair. You increased your carry-forward by 2 per cent. on the capital, which I think the shareholders might fairly say they ought to have an increased dividend. As regards the increased dividend you have given us, you could not give us less than 2 per cent. I do not think we have much to thank you for, but you can increase the dividend by 2 per cent. more, while still giving the amount to the staff which you propose and increasing the reserve fund, and the carry forward would be the same as you started with. However, you have taken the wind out of my sails; you cannot pledge yourself, but you have given a sort of promise that we shall be liberally dealt with in the year 1905, and I hope you will be able to see your way to do so.

The Chairman: I am quite sure the remarks made by the shareholder will be fully considered by the directors, and I am quite sure it will give them very great pleasure if they can carry out his wishes in future years.

The resolution was carried unanimously.

Mr. Murch in thanking the meeting, remarked that they found the branch accounts came forward in most excellent order, and were a great credit to the staff. He also wished to bear testimony to the very able way in which the accounts were kept at the head office.

MARINE COURT.

NEGLIGENT NAVIGATION.

Before Mr. Basil Taylor, assistant Harbour Master, at the Harbour Office to-day, an inquiry was held into the circumstances connected with the charge of negligent navigation preferred by Mr. W. D. Parker, of the Imperial Maritime Customs against the master of the unlicensed steam launch *Sam Ching*, Chai Ki, certificate No. 1404. Pang Kwai, master of the steam launch *Kwong Hai* (unlicensed), belonging to the Chinese Imperial Maritime Customs, said: At 11.30 a.m. on the 10th inst., I left Blake Pier for the *Empress of India*. The *Sam Ching* left Blake Pier after us, bound for the same ship. I got alongside the *Empress of India*, with the Hongkong Hotel 100 feet between me and that steamer. The *Sam Ching* then came up from astern, and went alongside the after ladder, where she discharged her passengers, and then showed off, with a deck hand at a wheel, not the coxswain. She then came ahead full speed and forced her way in between the Hongkong Hotel launch and the *Kwong Hai*; did not stop her engines, but went on, under port helm, and crossed my bows. Her starboard side scraped across my bows, doing some damage to my stem. She then went back to Blake Pier. I am quite certain the coxswain was not at the helm, he was standing in front of the funnel. Mr. Pang said that the injury done to the Imperial Maritime Customs launch consists of about one foot of brass stem plate removed, and stem split from about two feet below stem head to keel.

Chau Ki said: I am the master of the steam launch *Sam Ching*, belonging to the Mitsui Bussan Kaisha. I left Blake Pier at 10.45 a.m. on the 10th inst. for the *Empress of India*. I went alongside the foremost ladder and discharged my passengers and baggage. Ahead of me, at the baggage port, was the Hongkong Hotel launch. Having discharged I was showing off when the *Kwong Hai* came up on my starboard quarter, and her bows struck me, a glancing blow, just about my funnel on the starboard side. At the time of the collision my engines were stopped. I had not rung them ahead on showing off. The *Kwong Hai's* engine was going astern. The case was here adjourned till 2.30 p.m.

Wong Fok, engineer of the *Kwong Hai*, said: I left the *Empress of India* at 1.10 o'clock sharp, for the *Empress of India*. We went alongside the ladder leading to the promenade deck, on the starboard side. There was one launch alongside that ladder already and went alongside of her. There was no collision between us and any launch up to the time we got alongside. I then went on board the *Empress of India*, and saw no collision.

Mr. Taylor said that Chau Ki was guilty of negligence, and his certificate must be suspended for three months.

W. M. POWELL, LIMITED.

SHARE CAPITAL INCREASED.

An extraordinary general meeting of the shareholders of Wm. Powell, Limited, was held in the office of the Company, Alexandra Buildings, Des Voeux Road, Hongkong, at noon to-day. Mr. W. H. Gaskell presided, and the others present were Messrs. J. W. C. Bonner, G. Murray Bain, Ho Fook, Lo Cheung Shiu, G. C. Moxon, G. H. Potts, H. Byrne, A. G. Stokes, Thomas Arnold, and E. A. M. Williams, secretary.

The Chairman said:—We have convened this meeting for the purpose of obtaining your sanction to a small increase of capital. We find this step necessary on account of the continued increase of business, and the consequent heavy stocks of goods we must necessarily carry to meet the same. The present financial position of the Company is very satisfactory, our takings for the ten months to 30th April last showing an increase of some 23 per cent. compared with those of the corresponding period of last year. In regard to the increase of capital, I would like to say that it is the intention of the directors to make increases from time to time, as the growth of the business may warrant. We think it essential to maintain a steady dividend on a moderate capital, and to add annually to the Equalisation or Dividend Fund. With these few remarks I now propose the following resolution:—"That the capital of the company be increased from \$120,000 to \$150,000 by the creation of 3,000 new shares of \$50 each."

Mr. Murray Bain seconded and the resolution was unanimously adopted.

The Chairman then proposed:—"That such new shares be offered to those persons who are registered as shareholders of the company on the first day of July, 1905, in the proportion of one new share for every complete four shares held by them on the first day of July, 1905."

Mr. Arnold seconded and the resolution was unanimously adopted.

The Chairman proposed:—"That the amount due for the new shares be called up on the fourth of August, 1905, and that the new share rank for dividend with the original shares, from 1st July, 1905."

Mr. G. H. Potts seconded, and the resolution was unanimously adopted.

The Chairman:—That is all the business before the meeting. There will be no difficulty in getting the money collected, and everything up-to-date.

The Chairman:—We don't anticipate any difficulty. We have already written to all those who are away from the Colony, asking them to arrange, if they wish to take the new shares, with their bankers or agents here.

Mr. Arnold:—I suppose the shares will be saved for them?

The Chairman:—There will be no difficulty about that.

The proceedings then ended.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	109 1/2
Do—Demand	109 1/2
Do—4 months' sight	109 1/2
France—Bank T.T.	236 1/2
America—Bank T.T.	45 1/2
Germany—Bank T.T.	192 1/2
India T.T.	14 1/2
Do—demand	14 1/2
Singapore—Bank T.T.	171 1/2
Japan—Bank T.T.	92 1/2
Java—Bank T.T.	113 1/2

Buying.

6 months' sight L/C.	109 1/2
30 days sight San Francisco & New York	46 1/2
4 months' sight do.	47 1/2
3 days' sight Sydney and Melbourne	11 1/2
1 month's sight France	240 1/2
6 months' sight	242 1/2
1 month's sight Germany	261 1/2
Bar Silver	76 1/2
Bank of England rate	24 1/2
Sovereign	104 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:	Per picul
Malwa New	1,140
" Old	1,180
" Older	1,230 1/2
" Oldest	1,330
Assam New	1,110 1/2
" Old	1,080
" Older (Pinner)	78 1/2

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

(FRIDAY), the 19th May, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDRY

HOUSEHOLD FURNITURE,

and

A QUANTITY OF

ENAMELLED WARE GOODS.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 18th May, 1905.

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THE DAIRY FARM CO., LIMITED.

FINEST AUSTRALIAN

TABLE BUTTER.....70 Cts. per lb

SECOND QUALITY TABLE

BUTTER.....60 " "

CANADIAN STILTON

CHEESE.....50 " "

FROZEN QUAIL

20 Cts. Each

FROZEN SHEEP TONGUE

30 " "

FROZEN SHEEP KIDNEY

50 " "

FINE AUSTRALIAN HAM

60 " "

FINE AUSTRALIAN BACON

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"HECTOR"	20th May.
GLASGOW AND LIVERPOOL	"HYSON"	30th May.
GLASGOW AND LIVERPOOL	"PRIAM"	31st May.
GLASGOW AND LIVERPOOL	"CLAUCUS"	5th June.
GLASGOW AND LIVERPOOL	"FOXTON HALL"	16th June.
GLASGOW AND LIVERPOOL	"YANGTSE"	18th June.
GLASGOW AND LIVERPOOL	"PROMETHEUS"	18th June.
GLASGOW AND LIVERPOOL	"AJAX"	25th June.

S.S. "Hector" left Singapore at 5 p.m. on the 15th inst., and may be expected to arrive here about 20th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"CLAUCUS"	18th July.
* GENOA, MARSEILLES & L'POOL	"PRIAM"	20th July.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	21st June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th May, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO AND SHANGHAI	"SZECHUEN"	23rd May.
MANILA	"TAMING"	23rd "
SHANGHAI	"WUHU"	24th "
CERU AND ILOILO	"KAIFONG"	27th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY AND MELBOURNE	"CHANGSHA"	9th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

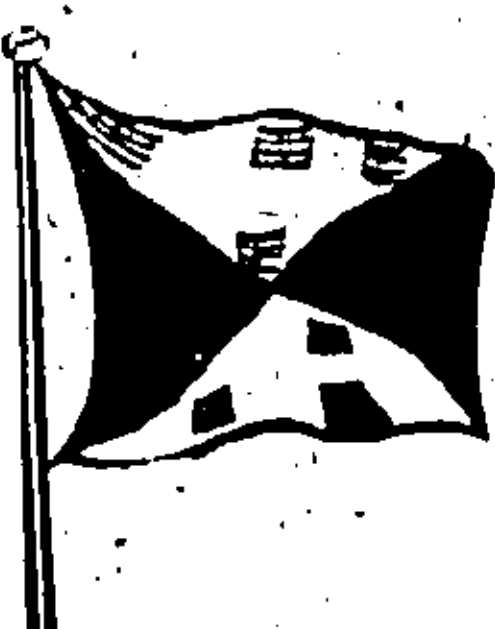
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th May, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
KUBI	1540	A. H. Notley	MANILA via AMOY	SATURDAY, 20th May, at Noon.
ZAFIRO	1540	R. Rodger	MANILA	SATURDAY, 27th May, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 17th May, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship	Tons	Captain	For	Sailing Dates
"ATHOLL"	1540	A. H. Notley	NEW YORK	SATURDAY, 20th May, at 4 P.M.
"NORDPOL"	1540	R. Rodger	NEW YORK	15th June.
"INDRAWADI"	1540	R. Rodger	NEW YORK	25th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 17th May, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Bable	May 23rd, 1905.
"ARAGONIA"	5,198	Schuldt	May 31st.
"NICOMEDIA"	4,370	Wagner	June 26th.
"NUMANTIA"	4,370	Brehmer	July 16th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,130 J. P. MARTIN.

"KWONG TUNG" 1,128 H. W. WALKER.

Leave Hongkong for Canton at 9 every

evening (Saturday excepted).

Leave Canton for Hongkong about 5.30

o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled

Accommodation for First Class Passengers and

are lit throughout by Electricity.

Passage Fare—Single Journey \$4.

Meals \$1 each.

The Company's Wharf is a short distance

West of the Harbour Master's Office.

SHU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, S'WABAYA & SAMARANG	ONSANG	FRIDAY, 19th May, 3 P.M.
MANILA	LOONGSANG	FRIDAY, 19th May, 4 P.M.
SHANGHAI	FOOSHING	TUESDAY, 23rd May, 3 P.M.
TIENSIN	ESANG	FRIDAY, 26th May, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Cebu, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.

General Managers.

Hongkong, 18th May, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. I. Page, will leave Hongkong for

Canton every MONDAY, WEDNESDAY

and FRIDAY EVENING, at 9.30 P.M.

returning to Hongkong every TUESDAY,

THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she makes an EXCURSION

TRIP to MACAO, leaving Hongkong at

8.30 A.M., and returning from Macao about

7.30 P.M.

The "Ying King" is especially fitted for

these runs, is the newest, fastest and most

luxuriously furnished steamer on the line and

is lighted throughout with Electricity, also hot

and cold water is supplied.

FARES:

First class single journey to Canton \$3.00

Second " " " " 1.50

First class single journey (to Macao 1.00

" " return " " 2.00

Second " single " " 80 Cents

" " return " " 1.50

Third " single " " 30 "

" " return " " 50 "

Breakfast, Tiffin or Dinner \$1 each only.

Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end

of Wing Lok Street.

The wharf in Macao is the same as the

S.S. "Persimmon."

For further information, apply to the Office of

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street, Hongkong,

or to

Messrs. WENDT & Co., Canton Agents.

S. A. NORONHA, Macao Agent.

Hongkong, 17th May, 1905.

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EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin and Queensland

Ports, and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the

above Ports, on SATURDAY, the 10th June,

at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with

the Electric Light.

A duly qualified Surgeon and Stewardess are

carried.

N.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th May, 1905.

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Shipping—Steamers.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"H. O. N. A. M."

2,363 tons.

Captain H. D. Jones, will make a special trip

EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:

From Hongkong at 9 A.M., arriving at Macao

about Noon.

From Macao from 4 P.M. to 7 P.M. to suit tide,

arriving at Hongkong about 3 hours after

departure.

FARES:

First Class, Single \$1. Return \$4

Second Class, Single \$1. Return \$2

Children under 12 half-price.

Tickets may be obtained at the Office of the

Company, 18, Bank Buildings, Queen's Rd. d

Central (opposite the Hongkong Hotel), or on

board the Steamer.

No CHITS will be accepted, and Servants'

Passages must be paid for.

T. ARNOLD,
Secretary.

Hongkong, 15th May, 1905.

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REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"SAGAMI" 31st May, 1905.

"ERROLL" 6th June, "

"HINDUSTAN" 24th June, "

For Freight and further information, apply

DODWELL & CO., LIMITED,
Agents.

Hongkong, 9th May, 1905.

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HONGKONG AVERAGE MARKET
PRICES.

Corrected 6th May, 1905. per 5 Mex.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa b 20

" Corned—Ham Ngau Yuk 20

" Roast—Shiu " 20

" Breast—Ngau Lam 15

" Soup, Tong Yuk 18

" Steak—Ngau Yuk Pa 20

" Serjoin—Ngau Lau 30

" Sausages—Ngau Yuk Chung 26

Bullock's Brains— " Know 10

" Tongue fresh—Ngau Li 50

" " corned—Ham Ngau Li 60

" Head—Ngau Tau 60

" Heart—Ngau Sum 12

" Hump, Salt—Ngau Kin 20

" Feet—Ngau Kerk 8

" Kidneys—Ngau Yiu 11

" Tail—Ngau Mei 18

" Liver—Ngau Con 12

" Tripe (undressed)—Ngau To 6

" Calves' Head and Feet—Ngau-chai-
tau-keok 80

Mutton Chop—Yeung Pai Kwat 26

" Leg—Yeung Pei 26

" Shoulder—Yeung Shau 23

Pigs' Chittings—Chi cheong 24

" Brains—Chi Know 2

" Feet—Chi Kerk 12

" Fry—Chi Chak 12

" Head—Chi Tau 16

" Heart—Chi Sum 8

" Kidneys—Chi Yiu 9

" Liver—Chi Kon 23

Pork, Chop—Chi Pai Kwat 20

" Corned—Ham Chu Yuk 24

" Leg—Chu Pei 24

" Fat or Lard—Chu Yau 17

Sheeps' Head and Feet—Yeung Tau
Keok 55

" Heart—Yeung Sum 6

" Kidneys—Yeung Yiu 10

" Liver—Yeung Con 14

Sucking Pigs, To Order—Chu Chai 26

Suet, Beef—Sang Ngau Yau 16

" Mutton—Sang Yeung Yau 22

Veal—Ngau Chai Yuk 18

" Sausages—Ngau Chai Yuk Tong 15

POULTRY.

Chicken—Kai Chai 27

" Capons, Large, Small—Sin Kai 30

Ducks—Ape 23

Doves—Pan Kau 20

Eggs, Hen—Kai Tan 19

Fowls, Canton—Kai 28

" Hainan—Hoi Nam Kai 38

Geese—Ngo 22

" Wild Shanghai—Sheung Hoi Ye
Ngo 7

Musk Deer—Wong Keng 5

Hare—Tu Chai 1

Partridge—Che Khoo 1

Pheasant—Shan Kai 1

Pigeons, Canton—Pak Kup 30

" Hoihow—Hoihow Pak Kup 27

Quail—Um Chun 20

WORLD'S HIGHEST BRIDGE.

500 FEET SPAN LINKED UP ACROSS VICTORIA FALLS.

"Victoria Falls Bridge met exactly seven to-day."

In these words, cabled from Victoria Falls on Saturday, Sir Charles Metcalfe, the British South Africa Company's consulting engineer in Rhodesia, announced the virtual completion of the most wonderful piece of bridge-building the world has known.

Sixteen hundred miles from Capetown the course of the great railway from the Cape to Cairo, the dream of Cecil Rhodes, was stopped by the Zambesi just below the Victoria Falls—which are twice the height and more than double the width of Niagara.

Modern engineering has achieved many marvels, but to build a support for the great bridge at the foot of the gorge was one of the few things impossible even to the modern engineer.

The only alternative was a single-span steel cantilever bridge 500 feet long and so high above the water-line that if St. Paul's Cathedral were, in imagination, placed below the span, there would still be a space of fifty-five feet between the bridge and the bottom girders of the bridge which were bolted together on Saturday morning.

UNERRING ACCURACY.

The work of building this wonderful bridge was begun from each bank in the summer of last year by Sir Charles Cox and Partners, the British South Africa Company's engineers, and by slow degrees and with unerring accuracy bay has been added to bay—ten bays from each end—until at last the girders have "met exactly," in the words of Sir Charles Metcalfe's cable, and an exceedingly delicate feat of engineering has thus been triumphantly accomplished.

When the bridge is completed and the track laid, the railroad will pass through some of the most remarkable scenery in the world. The tremendous depth to which the water falls—420 ft.—causes a vapour cloud, which often rises over 1,000 ft. from the water line.

Hand by the Rain Forest, the luxuriance of whose verdure is kept eternally moist by the perpetual drizzle from the vapour cloud. To traverse the forest the traveller is furnished with a special dress of waterproof material, for otherwise, in the journey of two hours and a half, he would be wet to the skin.

PICARIN ISLANDERS OF TO-DAY.

INTERESTING REPORT.

AN UNSATISFACTORY "PARLIAMENT." A report by Mr. A. T. Simon on Picarín Island—the lonely hazy in the Pacific of the descendants of the mutineers of the Bounty—is issued to-day as No. 30 of that interesting series of Parliamentary Papers known as the Colonial Reports. Acting on instructions from the High Commissioner for the Western Pacific, he visited the island in May of last year, and found, among other things, that the new government instituted by Captain Rooke, of H.M.S. Champion in 1896, and co-existing, so far as personnel went, of a president, a vice-president, a judge, and "seven members of Parliament," was not working well; the "members of Parliament" having allowed their duties to become merged in those of the president, the judge (annually elected), proving incompetent, and jealousies having become rife among the officials generally. So he changed things. For one thing, Mr. Simon says he can no longer recommend Mr. Rooke's re-nomination by His Majesty's Government as permanent Chief Magistrate of Picarín Island, and suggests that the latter office be subject to re-election by the people—"a not unlikely contingency in view of his intelligence and personality, and the fact that he is not entirely without local influence." Mr. Simon also recommends the appointment of a Mr. Petch to a suitable position in the new administration. He says he found him quietly conducting the only school on the island, respected by all, and on the most friendly terms with the president, Mr. Alfred Wynn, and with Mr. Rooke himself.

A POPULATION OF 169.

The Picarín islanders number 77 males and 92 females, including children and infants, of whom 63 males and 73 females are now resident on the island. They are, says Mr. Simon, a hardworking people, more or less healthy, exhibiting certain vicious tendencies which religion has been unable to eradicate. Many of them are narrow-minded and uncharitable. They have adopted an extraordinary "patois" (derived from the language of the Tahitian women who accompanied the mutineers of the Bounty to Picarín Island), which is employed in conversation among themselves, although most of the adults can speak the English language fairly well—in some instances very well, considering their circumstance and environment. There are persons of ability among them, but a few appear to be lacking in intelligence. The children and young people are numerous, and if properly cared for should turn out useful members of the community. With regard to the morals of the islanders, in the aggregate, Mr. Simon fears he can say little in their favour. Illegitimate children, petty thefts, brawls, bad language, etc., are common among them (happily they do not use intoxicants), and it was disquieting to learn that the laws and regulations dealing with those offences had seldom been enforced. Mr. Simon discovered no deformities among the people, but the frost teeth of most of them are bad—the only visible result of their intermarriage with each other.

RELIGION.

Some years ago the Picarín Island community embraced the faith of the Seventh Day Adventists, a religious sect having its origin and headquarters in the United States. On their Sabbath day, in the observance of which they are scrupulous, the Picarín islanders, dressed in their best and looking clean and wholesome, make a favourable impression. They are exemplary in their attendance at weekly prayer meetings and church gatherings, but, nevertheless, vulgar stories and expletives and obscene songs are not unknown to them. The Picarín people contribute ten percent of their produce and of any money they may receive as a tithe to the Church, and they pay subscriptions to the Sabbath School and other religious funds. Mr. Simon understands that the produce so contributed is sold, and the proceeds, together with other cash collections, are forwarded to the Foreign Mission Board of the Adventists in America.

Shipping.

Benlomond, Br. s.s., 1,752, Henderson, 17th May—London via Fort 11th May, Gen.—G. L. & Co.
Brigovio, Ger. s.s., 6,667, C. A. Russ, 17th May—Singapore 10th May, Gen.—H. A. L.
Chihli, Br. s.s., 1,149, G. Hooker, 17th May—Canton 17th May, Gen.—B. & S.
Ithaka, Ger. s.s., 2,769, H. Eckhorn, 17th May—Shanghai 13th May, Gen.—B. & S.
Amara, Br. s.s., 1,566, C. J. Matlock, 17th May—Wuhu 12th May, Rice—J. M. & Co.
Bengal, Br. s.s., 2,751, G. Phillips, 18th May—Bombay 2nd May, and Singapore 13th May, and Gen.—P. & O. S. N. Co.
Aldate, Br. s.s., 2,208, H. Nicholson, 18th May—Kuchino 14th May, Coal—B. & S.
Hellas, Ger. s.s., 1,539, H. Rohde, 18th May—Canton 17th May, Gen.—B. & S.
Irand, Ger. s.s., 1,573, T. Johannsen, 18th May—Canton 17th May, Gen.—Kwong Man Wo.
Athenian, Br. s.s., 2,440, S. Robinson, 18th May—Vancouver, B.C., 17th April, and Shanghai 15th May, Gen.—C. P. R. Co.

Clearances at the Harbour Office.

Hongkong, for West River.
Ithaka, for Macao.
Benlomond, for Nagasaki.
Sun Chong, for Canton.
Chukong, for West River.
Lianan, for West River.
Haiching, for Swatow.
Derwent, for Hongkong.
Chihli, for Swatow.
Wingcheat, for Macao.
Polux, for Kobe.
Away, for Canton.
Kwongtung, for Canton.

May 17.

Decide, Fr. gunboat, for Chemulpo.
May 18.
Revalder, for Kuchino.
Verano, for Swatow.
Skullin, for Singapore.
Chihli, for Tientsin.
Haiching, for Hilo.
Amara, for Canton.

Per Brigovio, from Singapore—473 Chinese.

Per Brigovio, for Hongkong from London—Lieut. F. J. E. Lynch, Capt. and Mrs. Price, Messrs. Blackburn and Kelly, Mr. and Mrs. Ogilvie and 2 children, Mr. Bird, Mr. and Mrs. Hunter, and Mr. H. A. Stewart. From Mar- seilles—Mr. J. A. Silva, and 2 Misses Silva. Gibraltar—Mr. F. Menzies and child. From Bombay—Mr. and Mrs. Costa, Mrs. H. A. Cooper, and Mr. C. A. Gray, Misses O. and A. Gray, Mrs. Wright, Capt. and Mrs. Graves and 2 children, Mr. H. Lewis, Mrs. E. M. Lewis and 2 children, Mrs. C. B. Hardin, Miss V. Hardin, Mr. Chas. Keller, Mrs. W. S. McCoom, and Lieut. W. V. Lusk. From Nagasaki—Mrs. W. L. Forester. From Shanghai—Messrs. L. M. McDermott, G. Telford and I. M. Burrugh.

Shipping Report.

Str. Bengal from Bombay—Fine generally throughout.

Str. Benlomond from London—Fine weather throughout, light NE. and Ely wind.

Vessels in Port.

ATHENS, Br. s.s., 1,496, T. G. Cox, 14th May—Cardiff 25th Mar., Coal—D. & Co., Ltd.
BORNEO, Ger. s.s., 1,344, E. Muhle, 15th May—Sandakan 10th May, Timber and Gen.—M. & Co.
BRUNHILDE, Ger. s.s., 854, H. Selck, 15th May—Bangkok 10th May, Ballast—S. W. & Co.

CHOYANG, Br. s.s., 1,424, Selby, 16th May—Canton 15th May, Gen.—J. M. & Co.
CITY OF BIRMINGHAM, Br. s.s., 90, J. Watson, 14th May—Grimby 26th Mar., Ballast—Order.
CRUSADER, Br. s.s., 2,744, F. Brown, 17th May—Mororan 7th May, Coals—Hughes & Hough.

DERWENT, Br. s.s., 1,562, J. Jenkin, 15th May—Saigon 9th May, Gen.—Yang Sing.
DORIC, Br. s.s., 2,936, H. Smith, R.N.R., 17th May—San Francisco 13th April, Midway Islands 13rd, Yokohama 3rd May, Kobe 5th, Nagasaki 8th, and Manila 15th, Mails and Gen.—O. & S. S. Co.
FORSTOCK, Ger. s.s., 1,814, Oberlich, 9th May—Newport 18th Jan., and Hone Kobe Bay 5th May, Ballast—J. & Co.

GREGORY APCAR, Br. s.s., 2,961, J. G. Offert, 15th May—Calcutta 20th April, Penang and Singapore 10th May, Gen.—D. S. & Co., Ltd.

HALCHING, Br. s.s., 1,267, A. E. Hodgins, 17th May—Fochow via Amoy and Swatow 16th May, Gen.—D. L. & Co.
HALLAN, Fr. s.s., 377, L. Andersen, 10th May—Pakhoi and Hoihow 9th May, Gen.—A. R. M.

HELENE MENZEL, Ger. s.s., 984, Auer, 16th May—Rotterdam 23rd May, Gen.—H. A. I.
HONGKONG, Fr. s.s., 742, A. Suzoni, 17th May—Haiphong and Hoihow 16th May, Rice, Sugar and Pigs—A. R. M.

HYADES, Am. s.s., 2,932, Geo. Wright, 16th May—Manila 14th May, Gen.—D. & Co., Ltd.
JACOB DIEDERICHSEN, Ger. s.s., 623, B. Ohlsen, 17th May—Haiphong 14th May, Gen.—J. & Co.

KOWLOON, Ger. s.s., 2,248, H. Stehr, 16th May—Bangkok 10th May, Rice—B. & S.
LOONGANG, Br. s.s., 1,093, C. S. Weigall, 15th May—Manila 12th May, Gen.—J. M. & Co.

MACQUAIRIE, Br. s.s., 2,071, St. John George, 25th April—Mojito 21st April, Coal—C. L. & Co.
MATHILDE, Ger. s.s., 678, A. Ulderup, 17th May—Pakhoi 7th May, and Hoihow 9th, Gen.—J. & Co.

NEUMUEHLEN, Ger. s.s., 2,993, Fischer, 8th May—Cardiff via Cambrige Bay 5th May, Ballast—J. & Co.

ONSAGE, Br. s.s., 1,787, J. T. Davies, 12th May—Manila 10th May, Ballast—J. M. & Co.
PITANULOK, Ger. s.s., 1,776, C. Fuchs, 13th May—Bangkok 7th May, Rice and Wood—B. & S.
RIBERA, Br. s.s., 2,352, Hurford, 16th May—Kuchino 10th May, Coal—Order.
RUBI, Br. s.s., 1,611, A. H. Nottley, 15th May—Manila 13th May, Gen.—S. T. & Co.
SHAOLING, Br. s.s., 1,307, F. D. Northcombe, 16th May—Canton 15th May, Gen.—B. & S.
SLOCCO, Br. s.s., 2,349, G. Williamson, 13th May—Mojito 8th May, Coal—D. & Co., Ltd.
STANLEY DOLLAR, Br. s.s., 1,857, J. C. Bruce, 13th May—Mojito 8th May, Coal—A. K. & Co.
ULAWOOD, Nor. s.s., 1,066, Carl Andersen, 5th May—Samarang 27th April, Sugar—Yuen Fat Hong.

WONGKUI, Ger. s.s., 1,115, W. Reher, 17th May—Bangkok 10th May, Rice—B. & S.
ZOROASTER, Br. s.s., 2,383, J. Ryan, 17th May—Mojito 11th May, Coal—B. & Co.

SAILING VESSELS.

A. G. ROPEL, Am. ship, 2,302, D. H. Rinas, 16th Mar.—Philadelphia 16th Oct., 1904.
Case Oil—S. O. Co.
DECCAN, Br. ship, 1,836, E. Gale, 13th May—New York 22nd Nov., 1904, Case Oil—S. O. Co.
TRAVANCORE, Br. ship, 2,217, Hargreaves, 30th April—Cardiff 5th Sept., Patent Fuel—Govern- ment.

West York, Br. ship, 720, W. J. L. Fort, 13th April—Newcastle 15th Jan., Coal—E. A. T. Co.

Steamers Expected.

Vessels	From	Agents	Date
Hector	Singapore	B. & S.	May 20
Changsha	Manila	B. & S.	May 21
Isang	Singapore	J. M. & Co.	May 22
Manchuria	Japan	P. M. Co.	May 23
Emp. of China	Japan	C. P. R. Co.	May 23
Monmouthshire	Singapore	S. T. & Co.	May 23
Argonia	Japan	P. & A. Co.	May 24
Zieten	Singapore	M. & Co.	May 24
Willehad	Sydney	M. & Co.	June 5

Ships Passed The Canal.

Outward—25th April—Benlar, Aberlour, Hecto, Tannet, Scallish, Benlar, Kumun, Manica, Dacutan, Monarch, Zamb, Old- hania. 28th April—Albino, Wilhelm, Hyzon, Palma, 2nd May—Antenor, Pelam, 6th May—Kelpino, 5th May—Glaucus, Cal- donien, 9th May—Ambrat, Inverle, Oopack, Skimor, Merlonetshire, Goldmouth, 12th May—Sibthor, 16th May—Bangla, Juva, Damiadi, Macagon, Eldrold, Prins Eiki, Fridrich.

Homeward—25th April—Monmouthshire.

28th April—Touana, 2nd May—Zieten, 6th May—Prins Eiki, 9th May—Manila, 12th May—Machon, Suevia.
Arrivals at Hilo—25th April—Primrose, Marie, Denbighshire, Oceanic, Primrose, Alce, 28th April—Rhenania, Prins Regent, Lullala, Patrosch, Sientor, 1st May—Japan, 2nd May—Ros Isis, Persia, Touran, Saluana, 5th May—Keston, Sampla, 9th May—Pak Ling, 12th May—Achilles, Malacca, 16th May—Swanley, Richmond Castle, Tonkin.

Post Office.

A Mail will close for:—Swatow, Amoy and Fochow—Per Haiching, 19th May, 9 A.M.

Shanghai—Per Shaohing, 19th May, 11 A.M.
Shanghai—Per Brigovio, 19th May, 11 A.M.
Shanghai—Per Choyang, 19th May, 11 A.M.
Macao—Per Loongang, 19th May, 11 P.M.
Manila—Per Loongang, 19th May, 3 P.M.
Shanghai, Chinkiang and Wuhu—Per Hallan, 19th May, 4 P.M.

Hoihow and Haiphong—Per Hongkong, 20th May, 9 A.M.
Amoy and Manila—Per Rubi, 20th May, 10 A.M.

Singapore, Sourabaya and Samarang—Per Onson, 20th May, 10 A.M.
Europe, Ceylon, India, via Tuticorin—Per Chusan, 20th May, 11 A.M.

Macao—Per Hongkong, 20th May, 12 P.M.
Manila—Per Atoll, 20th May, 3 P.M.
Swatow, Amoy and Tamsui—Per Halmun, 20th May, 3 P.M.
Swatow, Amoy and Tamsui—Per Frithjof, 20th May, 5 P.M.

Amoy, Straits and Rangoon—Per Purnea, 22nd May, 5 P.M.
Ningpo and Shanghai—Per Serchum, 22nd May, 5 P.M.
Ningpo, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per Hyades, 23rd May, 11 A.M.

Shanghai—Per Shaohing, 23rd May, 2 P.M.
Singapore, Penang and Calcutta—Per Gregory Ayler, 23rd May, 2 P.M.
Manila—Per Taming, 23rd May, 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per Athenian, 24th May, 9 A.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Doric, 24th May, 10 A.M.

Europe, Ceylon, India, via Tuticorin—Per Roon, 24th May, 11 A.M.
Shanghai—Per Wuhu, 24th May, 3 P.M.
Kudat and Sandakan—Per Borneo, 25th May, 8 A.M.

Tientsin—Per Etang, 26th May, 2 P.M.
Manila—Per Zafro, 27th May, 11 A.M.
Cebu and Hilo—Per Katsung, 27th May, 3 P.M.

Frederich, Wilhelmshafen, Herbertshohe, Matupi, Brisbane, Sydney and Melbourne—Per Prins Segismund, 30th May, 10 A.M.
Europe, Ceylon, India, via Tuticorin—Per Ernst Simon, 30th May, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per Empress of China, 31st May, 10 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Bris- bane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, and Perth—Per Changsha, 9th June, 3 P.M.

Mails for Canton, Samatru, Wuchow and Macao will be closed on Wednesday 18th May, every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namtau, Sanbe, Kongmoon, Kuchuk, Samatru, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

Anderson, Mr. & Mrs. Louder, Mr. Aucott, E. F. Martin, R. Neadus, Eng-Comdr Bentlie, M. P. and Mrs. Morrison, Mr. Benthick, Capt. and Mrs. Herbert Moxon, Mr. and Mrs. Muella, J. Oliver, Mr. and Mrs. O'Neill, J. J. Hough Painter, Maj. and Mrs. Parry, Major Paxton, Capt. H. W. Phillips, Major Plate, Mr. and Mrs. Pollock, K.C. Rymer, Mr. and Mrs. Sawyer, Mrs. Sheldar, A. Spuchaver, W. O. C. Stokes, Mr. and Mrs. Uffell, von Vandel, Gordon Verker, Capt. and Mrs. Watkins, R.E. Capt. and Mrs. White, Dr. and Mrs. M. J. Logan, Mr.

CRAIGIEBURN.

Barnett, H. J. O. Smith, H. Percy Duna, G. H. Torney, Miss Gaskell, Mr. and Mrs. Torney, Miss Marchant, Capt. and Mrs. Webb, Mr. and Mrs. Riadon, R.N. Lieut. Wilkes, Dr. Newell Commander & Mrs. Woodward, Mr. & Mrs. Smith, Mr. and Mrs. Wright, Mrs. R. J. L. and children Grant, Smith, E. Grant

KOWLOON.

Bluck, Mr. and Mrs. Mitchell, Mr. Eustace, Bart. Stevenson, Lt.-Comdr. Heriot, R.N.L.I., Capt. and Mrs. Watson, Mr. and Mrs. W. H. McGrae, Dr.

OCCIDENTAL.

Andrews, Mr. and Mrs. Marchant, Capt. and family Martin, Mariano Bockelman, L. Moser, E. Bohlan, O. Munro, Miss A. Chandler, Lieut. Pennefather, Mrs. Fisher, F. Petersen, J. Fisher, R. Piggara, Dr. Hurly, Major M. R. Piras, Sinitio Lopez Kerkhoven, Mrs. and Schalkier, Capt. and family Schilder, Mr. and Mrs. Krill, Mr. and family Uyethuren, H. Leeley, H. Uyethuren, H. Lowe, Mr. and Mrs. J. Williams, Mrs. G. W. C. and daughter Winter, J. R. Marchant, Mrs. and Varnell, Mrs. H. E. King, E. N.

HONGKONG.

King, E. N. and child Birbeck, R. J. Bissell, W. S. Bissay, S. S. Bissay, Mrs. Lewis, C. H. Mackay, B. H. Blair, D. K. Blair, Oscar Bogdan, Mr. and Mrs. Miller, P. L. Bonner, E. A. Milthe, Madam Bonnard, Mr. and Mrs. Moore, Mrs. J. L. Bonwick, Mrs. R. W. Moore, Dr. W. B. A. Rowan, G. H. Murray, E. H. Broughall, L. K. Nowcomb, G. Callender, W. S. O'Connor, Miss B. Clark, Hon. Dr. Francis O'Connell, Mrs. W. A. Ogilvie, Mr. and Mrs. Clegg, R.N. Eng. Lt. Parfit, W. Cohen, Mrs. H. L. Faisy, Mrs. E. O. Cohen, M. B. Peake, W. Cunningham, G. Perkins, Mr. and Mrs. Davies, F. O. Perkins, Mrs. J. T. Deacon, F. B. Deaton, F. H. Douglas, Capt. & Mrs. J. Downie, Mr. and Mrs. T. C. Finch, B. T. Fearnley, A. E. Field, O. Fletcher, H. Foulds, Miss G. Foulds, J. E. Frost, B. L. Glover, C. Grant, A. W. Gray, S. H. Green, Dr. and Mrs. F. Hall, Capt. I. Hanon, J. Stein, A. L. Hardip, R. Harrell, Mrs. W. W. Harrell, H. J. Hinck, A. J. Hunter, P. Hunter, Miss Hurst, R.N. Engineer Capt. Ingold, Mr. & Mrs. F. Innes, Capt. R. Kempf, H. H. Kerr, F. King, Mr. and Mrs. Hamilton King, E. N.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrit	despatch-vessel	1,700	4	3,000	Commander Harbord	Miss Bay
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	16,500	Captain C. Wyndham	Singapore
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommamney	Hongkong
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tullnell	Shanghai
Bonaventure	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Miss Bay
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Hongkong
Cherub	water tank and tug	390	—	300		en route to Singa- pore
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory	Hongkong
Fame	torpedo boat destroyer	906	6	5,700	Lieut.-Commander Stevens	Hongkong
Gleadow	battleship, 1st class	12,950	16	13,500	Captain Hon. Stopford	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hecla	special service torpedo-v.	6,400	—	21,000	Captain E. F. B. Charlton	Hongkong
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Miss Bay
Humber	storeship	1,540	—	800	Lieut. P. M. Riadon	Hongkong
Iphigenia	cruiser, 2nd class	3,500	8	7,000	Captain William B. Fawcner	Singapore
Janus	torpedo boat destroyer	280	6	5,900	Reserve	Hongkong
Kinsla	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Yangtze
Moorehen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet	Hongkong
Otter	torpedo boat destroyer	310	6	6,300	Reserve	Hongkong
Rambler	surveying-vessel	85	2	240	Commander C. E. Moore	Surveying
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Aitly	Hongkong
Sphinx	cruiser, 2nd class	3,500	8	7,000	Captain C. H. H. Moore	Shanghai
Solo	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtze
Taku	torpedo boat destroyer	250	6	6,500	Reserve	Hongkong
Sulley	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Singapore
Tamar	receiving ship	4,650	—	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtze
Vengeance	battleship, 1st class	12,950	16	13,500	Rear-Admiral C. H. Adair	Singapore
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Gregory	Hongkong
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander C. E. L. Thom	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY
STEAM FOR
SINGAPORE, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERMAN, GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"
Captain H. W. Kenrick, R.N.R., carrying His
Majesty's Mails, will be despatched from
this for BOMBAY, on SATURDAY, the
20th May, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Himalaya*, 6,800 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Persia*,
due in London on the 2nd July.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 6th May, 1905.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS."

Captain Boudon, R.N., will be despatched for
MARSEILLES on TUESDAY, the 30th
May, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *POLYNESIE* 13th June.
S.S. *CALEDONIE* 27th June.
S.S. *OCEANIE* 11th July.

G. DE CHAMPEAUX,
Agent.

Hongkong, 17th May, 1905.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Hyades</i>	3,753	Geo. Wright.....	At May 23
<i>Pleiades</i>	3,753	F.G. Purinton.....	June 30
<i>Shawmut</i>	3,606	E. V. Roberts.....	July 12
<i>Tremont</i>	3,606	T. W. Garlick.....	Aug. 8

Steamer marked (*) have no second-class
passenger accommodation.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw, s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation for
first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 9th May, 1905.

For Sale.

FOR SALE.

BEAUTIFUL ENGLISH SUCKING
PIGS, Six weeks' old, at the Piggyery,
Old Kowloon City.

For Terms, apply to—

THE ROWLOON HOTEL.

Kowloon Hotel,
May 17th, 1905.

THE WISE MAN
BUYS A "SINGER"; IT'S TRUE
ECONOMY.

5 YEARS' GUARANTEE;

FREE INSTRUCTION;

EASY PAYMENTS.

It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.

Hongkong, 25th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES.

CHIMNEYS,
GLOBES,
SHADES, &c.,
for

GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905.

To Let.

TO LET.

No. 12, KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 4th May, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, in
present in occupation of the Steata
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAVA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				REFERENCE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$8,000,000 \$150,000 }	\$1,493,408	{ Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16 = \$2.46 for second half-year 1904 }	{ \$995 sales London £80 \$37 buyers }
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...
MARINE INSURANCES							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 817,739 }	\$150,494	\$17 for 1903	51 % \$305 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$1,192,992 \$52,356 \$371,445 }	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 % \$58 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 % Tls. 82 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,850,000 \$2,000,000 \$172,749 \$83,119 \$346,773 \$700,000 \$37,704 \$1,000,000 \$218,093 \$2,241 \$1,203,505 }	\$2,078,997	\$35 for 1903	5 % \$695 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$20,000 \$20,000 \$172,749 \$83,119 \$346,773 \$700,000 \$37,704 \$1,000,000 \$218,093 \$2,241 \$1,203,505 }	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2 % \$160
FIRE INSURANCES							
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$100,000 \$100,000 \$172,749 \$83,119 \$346,773 \$700,000 \$37,704 \$1,000,000 \$218,093 \$2,241 \$1,203,505 }	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 % \$86
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$100,000 \$100,000 \$172,749 \$83,119 \$346,773 \$700,000 \$37,704 \$1,000,000 \$218,093 \$2,241 \$1,203,505 }	\$160,372	\$34 for 1903	11 1/2 % \$300 buyers
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$185,000 \$185,000 \$250,000 \$600,000 \$158,444 }	\$8,832	\$1 for 1904	5 % \$21 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$5,000 \$185,000 \$185,000 \$250,000 \$600,000 \$158,444 }	Nil.	\$2 for year ended 30.6.1904	5 1/2 % \$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$205,000 \$100,000 \$250,000 \$400,000 \$600,000 \$158,444 }	\$26,160	\$1 for second half-year 1904	9 1/2 % \$27 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £205,000 £100,000 £250,000 £400,000 £600,000 £158,444 }	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 % \$125
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 25,000 Tls. 40,000 Tls. 40,000 Tls. 40,000 Tls. 40,000 Tls. 40,000 }	Tls. 43,761	{ Tls. 2 1/2 final making Tls. 4 1/2 for 1904 Tls. 1 1/2 final making Tls. 3 1/2 for 1904 Interim of 1/- (Coupon No. 5) for 1904 }	8 1/2 % Tls. 55 buyers 7 1/2 % Tls. 50 sellers 4 1/2 % Tls. 26 buyers 3 1/2 % Tls. 37 buyers 3 1/2 % Tls. 28 sales
Do. (Preference)	100,000	£1	£1	{ £10,000 £10,000 £10,000 £10,000 £10,000 £10,000 }	£1,287	{ \$1.80 & b. 40 cts \$2.00 & b. 20 cts }	6 % \$130 buyers 4 % \$28 sales
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	\$1,287	{ \$1.80 & b. 40 cts \$2.00 & b. 20 cts }	6 % \$130 buyers 4 % \$28 sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	\$21,231	\$10 for 1904	8 % \$130 sales
Straits Steamship Company, Limited	5,000	100	\$100	{ \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 }	Tls. 6,190	\$10 for 1904	8 % \$130 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 6,190	Final of Tls. 14 making Tls. 34 for 1904	11 1/2 % Tls. 28 1/2 buyers
REFINERIES							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 }	\$42,812	Final of \$15 making \$20 for 1904	9 % \$224 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 }	\$85,987	\$3 for 1897	9 % \$271 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 1,635	Tls. 24 for year ending 30.9.04	4 % Tls. 65 buyers
MINING							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £40,000 £40,000 £40,000 £40,000 £40,000 £40,000 }	£7,820	No. 3 of 1/6 50 cents making G. \$1 for 1904	5 1/2 % Tls. 74 sellers G \$174
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	{ G. \$10 G. \$10 G. \$10 G. \$10 G. \$10 G. \$10 }	G. \$672,093	Final of Fcs. 25 making Fcs. 55 for 1903	...
Paub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £40,000 £40,000 £40,000 £40,000 £40,000 £40,000 }	£4,873	\$3.75 for 1904	11 1/2 % \$33
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...
DOCKS, WHARVES & GODOWNS.							
Gen. Fenwick & Co., Limited	6,000	\$25	\$25	{ \$70,000 \$70,000 \$70,000 \$70,000 \$70,000 \$70,000 }	\$8,577	\$3.75 for 1904	11 1/2 % \$33
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	{ \$300,000 \$300,000 \$300,000 \$300,000 \$300,000 \$300,000 }	\$29,422	Final of \$24 making \$5 for 1904	4 1/2 % \$104 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$300,000 \$300,000 \$300,000 \$300,000 \$300,000 \$300,000 }	\$498,289	{ \$6 dividend and \$1 bonus for 2nd half- year 1904 \$10 div. & \$5 bonus for year end. 30/6/04 \$14 for 1903 \$10 div. and \$2 1/2 bonus for 1903 \$7 dividend Tls. 48,153 Tls. 5 interim for 1904/5 }	6 1/2 % \$204 buyers 4 1/2 % \$170 buyers 6 1/2 % \$21 sellers 5 1/2 % \$150 buyers 5 1/2 % \$114 8 1/2 % Tls. 159 buyers
Howarth Friskine, Limited	12,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 }	\$489	\$20 for 2nd half year making \$26 for 1904	6 1/2 % Tls. 187 sales
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	{ \$150,000 \$150,000 \$150,000 \$150,000 \$150,000 \$150,000 }	\$40,936	Tls. 18 for 1904	9 1/2 % \$29 sales
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	{ \$150,000 \$150,000 \$150,000 \$150,000 \$150,000 \$150,000 }	Tls. 48,153	\$2 1/2 for year ended 30.6.1904	8 % Tls. 145 sales
Do. (Preference)	2,750	\$100	\$100	{ \$150,000 \$150,000 \$150,000 \$150,000 \$150,000 \$150,000 }	Tls. 48,153	Final of Tls. 6 making Tls. 10 for 1904	6 % Tls. 187 sales
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 48,153 Tls. 48,153 Tls. 48,153 Tls. 48,153 Tls. 48,153 Tls. 48,153 }	Tls. 10,711	\$20 for 2nd half year making \$26 for 1904	6 1/2 % Tls. 125
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 59,880 Tls. 59,880 Tls. 59,880 Tls. 59,880 Tls. 59,880 Tls. 59,880 }	\$206,615	Tls. 18 for 1904	9 1/2 % \$29 sales
"Anjoo" Pagar Dock Company, Limited	37,000	\$100	\$100	{ \$2,100,000 \$2,100,000 \$2,100,000 \$2,100,000 \$2,100,000 \$2,100,000 }	Tls. 2,761	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 % Tls. 125
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 17,500 Tls. 17,500 Tls. 17,500 Tls. 17,500 Tls. 17,500 Tls. 17,500 }	Tls. 2,761	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 % Tls. 125
LANDS, HOTELS & BUILDING							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ none Tls. 34,000 Tls. 8,000 }	\$9,989	\$2 1/2 for year ended 30.6.1904	8 % \$145 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 25	Tls. 25	{ Tls. 8,000 Tls. 8,000 Tls. 8,000 Tls. 8,000 Tls. 8,000 Tls. 8,000 }	Tls. 806	Final of Tls. 5 making Tls. 9 for 1904	6 1/2 % Tls. 125
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 }	\$3,554	\$5 for second half-year making \$10 for 1904	7 1/2 % \$144 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 Tls. 13,086 \$200,994 \$50,000 \$50,000 \$50,000 }	\$37,775	Final of \$6 making \$12 for 1904	9 1/2 % \$126 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	{ Tls. 13,086 Tls. 13,086 Tls. 13,086 Tls. 13,086 Tls. 13,086 Tls. 13,086 }	Tls. 680	Tls. 0.87 for the year ending 31.3.1904	4 % Tls. 224 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,994 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 }	\$11,958	90 cents for 1904	7 1/2 % \$13
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none Tls. 828,813 Tls. 170,000 none Tls. 67,300 }	\$377	\$3 for 1904	7 1/2 % \$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 828,813 Tls. 170,000 none Tls. 67,300 }	Tls. 40,616	{ Tls. 3 final and Tls. 2 bonus making Tls. 5 for 1904 }	7 % Tls. 116 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ none Tls. 170,000 none Tls. 67,300 }	Tls. 670	{ Tls. 1.8 for 1904 Tls. 5 for 1904 }	10 % Tls. 47 sellers Tls. 325
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ Tls. 67,300 none Tls. 51,500 none Tls. 1,747 }	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 % Tls. 12 buyers Tls. 13 sellers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	{ none Tls. 34,000 Tls. 8,000 none Tls. 1,747 }	Tls. 515	None	5 1/2 % Tls. 374 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ none Tls. 34,000 Tls. 8,000 none Tls. 1,747 }	\$1,747	Final of \$1.70 making \$3.20 for 1904	5 1/2 % Tls. 374 sellers
COTTON MILLS							
Fwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ none Tls. 34,000 Tls. 8,000 none Tls. 1,747 }	Tls. 11,655	Tls. 4 for year ended 31.10.1903	10 1/2 % Tls. 145 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ none Tls. 34,000 Tls. 8,000 none Tls. 1,747 }	\$22,862	50 cents for the year ending 31.7.04	3 % \$145 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 35,327 Tls. 10,000 Tls. 500 Tls. 500 Tls. 500 }	Tls. 13,629	Interim of 3 % w/c 1898	...
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 35,327 Tls. 10,000 Tls. 500 Tls. 500 Tls. 500 Tls. 500 }	Tls. 10,000	Interim of 4 % w/c 1898 on 6,000 shares	...
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 8,115 Tls. 500 Tls. 500 Tls. 500 Tls. 500 Tls. 500 }	Tls. 22,050	4 % for 1897	...
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	{ none Tls. 24,820 Tls. 25,000 }	nil	\$125 for year ending 30.6.1900	...
Philippine Company, Limited	7,500	\$10	\$10	{ Tls. 24,820 Tls. 25,000 }	nil	First year	...
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 % Tls. 68 sales
MISCELLANEOUS							
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	{ none Tls. 12/6 Tls. 12/6 Tls. 12/6 Tls. 12/6 Tls. 12/6 }	£161	First year	...
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ none Tls. 12/6 Tls. 12/6 Tls. 12/6 Tls. 12/6 Tls. 12/6 }	\$1,182	6d. per share for 1903	...
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none Tls. 12/6 Tls. 12/6 Tls. 12/6 Tls. 12/6 Tls. 12/6 }	\$8,650	\$3 for 1904	...
Central Stores, Limited	6,000	\$15	\$12	{ none Tls. 12/6 Tls. 12/6 Tls. 12/6 Tls. 12/6 Tls. 12/6 }	\$1,502	Final of 60 cents making \$1.80 for 1904	...
Do. (Founders)	123	\$15	\$12	{ none Tls. 12/6 Tls. 12/6 Tls. 12/6 Tls. 12/6 Tls. 12/6 }	\$1,502	None	...
Do. (New Issue)	24,000	\$15	\$12	{ none Tls. 12/6 Tls. 12/6 Tls. 12/6 Tls. 12/6 Tls. 12/6 }	\$1,502	Preferential of 7 per cent for 1904	...
China-Borneo Company, Limited	60,000	\$12	\$12	{ none Tls. 12/6 Tls. 12/6 Tls. 12/6 Tls. 12/6 Tls. 12/6 }	nil	\$1 for 1904	...
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 }	Tls. 718	Tls. 5 for 1904	...
China Light and Power Company, Limited	30,000	\$10	\$10	{ Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 }	\$3,739	None	...
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 }	\$1,161	80 cents for 1904	...
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 }	Dr. Tls. 15,318	\$1 for year ending 31.7.1903	...
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 }	\$2,706	Tls. 5 for 1902	...
Fraser and Neave, Limited	4,500	\$50	\$50	{ Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 }	\$95,054	\$5 div. and \$2 1/2 bonus for 1903	...
Green Island Cement Company, Limited	100,000	\$10	\$10	{ Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 }	\$7,551	\$2 for 1904	...
Do. (New Issue)	50,000	\$10	\$5	{ Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 }	\$7,551	Final of \$14 making \$21	...
Hall & Holtz, Limited	21,000	\$20	\$20	{ Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 }	£7,625	£1 div. and 2/- bonus for 1903	...
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 }	£7,625	£1 div. and 2/- bonus for 1903	...
Hongkong Electric Company, Limited	30,000	\$10	\$10	{ Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 }	\$1,747	{ \$1.00 50 cents } for year ending 30.4.1904	...
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 }	\$2,795	\$15 for year ending 30.11.1904	...
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 }	\$5,356	Final of \$13 making \$17 for 1904	...
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 }	\$1,137	\$10 for 1904	...
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000 Tls. 30,000			